

TRAIL RIDER

M A G A Z I N E

May 1990

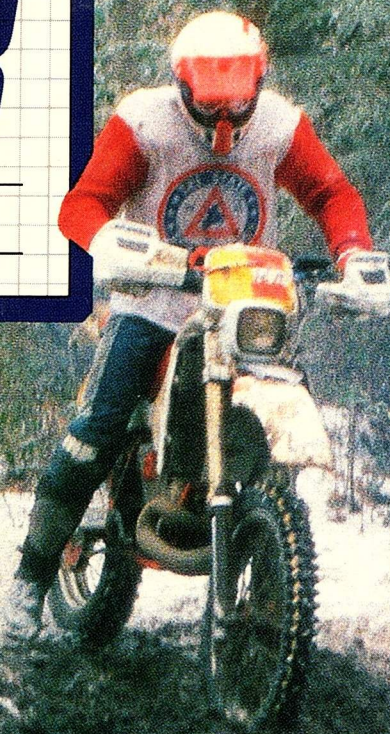
\$2.00

FAST FOUR STROKES
SECRETS OF THE THUMPER KINGS

RMX250, TAKE THREE
BUILDING AN OLD MAN'S BIKE

BEGINNER ENDURO, PART TWO
GETTING STARTED IN TIMEKEEPING

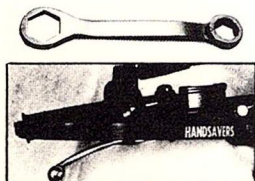
PLUS: SNOW RUN ENDURO, TESTING THE
CANNONDALE SM400, A MEXICAN
ADVENTURE AND INSURANCE BASICS



KEVINS RACING SUPPLY

Twin Air RACING FILTERS

AIR FILTERS \$ 19.95
SOAK TUBS \$ 6.95



Fredette Racing

HAND SAVERS \$ 42.95
CHAIN GUIDES \$ 29.95
RIDER WRENCH \$ 18.95

maier

SKID PLATES \$ 26.95
ENDURO TAIL LIGHT \$ 14.95
WOODS PRO GUARDS \$ 33.95
HAND GUARDS \$ 13.95
PIPE GUARD \$ 30.95

PROGRESSIVE FORK SPRINGS

\$ 49.95

LINK DRINK!

LINK DRINK \$ 25.95
REPLACEMENT BOT. \$ 3.95

FMF WORKS PIPES

\$159.95

ICO ENDURO PRODUCTS

PRO 3 COMPUTER \$179.95
ODOMETER/SPEEDO \$179.95
AUTOCAL \$199.95
ENDURO CLOCK \$ 89.95
SENSOR KIT \$ 21.95
MAGNET KIT \$ 6.95
CROSS BAR MOUNT \$ 8.95

Bark Busters

\$ 39.95

**SUPER
FAST
UPS SERVICE**

PBI SPROCKETS

ATK \$ 35.95
CAGIVA \$ 15.95-\$ 35.95
HONDA \$ 15.95-\$ 35.95
HUSKY \$ 15.95-\$ 35.95
KAWASAKI \$ 15.95-\$ 35.95
KTM \$ 15.95-\$ 35.95
SUZUKI \$ 15.95-\$ 35.95
YAMAHA \$ 15.95-\$ 35.95

EBC ORGANIC & METALIC BRAKE PADS GROOVED SHOES

ATK \$ 19.95
CAGIVA \$ 15.95-\$ 19.95
HONDA \$ 12.95-\$ 19.95
HUSKY \$ 18.95-\$ 23.95
KAWASAKI \$ 9.95-\$ 19.95
KTM \$ 14.95-\$ 19.95
SUZUKI \$ 14.95-\$ 19.95
YAMAHA \$ 14.95-\$ 19.95

DUNLOP BRAKES

HEAT RESISTANT COATED

NEW BRAKE PADS \$ 18.95

EASY CLUTCH

\$ 37.95

WHITE POWER

RED FORK SEALS \$ 19.95
SHOCK SEALS \$ 9.95
CAP SEAL & BUSH \$ 22.95

CHAIN

EK O-RING \$ 42.95
RK O-RING \$ 46.95
TSUBAKI O-RING \$ 64.95

SlideWinder SPROCKETS AND CHAIN

PRICES TOO LOW TO PRINT!

DEVOL

PIPE GUARDS \$ 44.-52.95
DISC GUARDS \$ 38.-44.95
W/P GUARDS \$ 21.95
RAD GUARDS KDX \$ 46.95



ACERBIS PLASTIC

DISK ONLY GUARD \$ 19.95
REAR DISK GUARD \$ 19.95
FORK ONLY GUARD \$ 16.95
UPPER FORK GUARD \$ 16.95
ELBA HEADLIGHT \$ 34.95
HEADLIGHT STRAPS \$ 7.50
H.L. BACK GROUND \$ 2.25
HEAD LIGHT BULB \$ 3.25
HAND GUARDS \$ 16.95
B.BUSTER GUARDS \$ 16.95
FENDER BRACE \$ 12.95
PLUG PROTECTOR \$ 1.95
CHEST PROTECTOR \$ 79.95
FENDERS FROM \$ 15.95
VENT TUBE CLIP \$ 1.75
CABLE/HOSE GUIDE \$ 4.95
TAILLIGHT LENS \$ 5.95



ALL CABLES \$ 14.95

SERVICE TOOLS

W/C PLUG WRENCH \$ 3.95
CO2 PATCH KIT \$ 13.95
CHAIN BREAKER \$ 16.95
SPOKE WRENCH \$ 3.95
AIR GAUGE \$ 5.95
ALLEN WRENCH KIT \$ 6.95
TIRE IRONS \$ 2.50
SAFTY WIRE \$ 5.95
WIRE WINDER \$ 8.95
BRAKE SNAKE \$ 5.95
SHOCK SPANNER \$ 5.95
FORK OIL GAUGE \$ 7.95

ENDURO

ROUTE SHEET HLDR \$ 29.95
H.P. CARD HLDR \$ 8.95
MS CHART HLDR \$ 18.95
24 MPH TIME CHART \$ 2.95

HARE SCRAMBLE

MS QUICK FILL \$ 14.95
PIT BOARD \$ 18.95
BIKE CRATE \$ 16.95

Boyesen

\$ 10.95-\$ 28.95

TUF TUBES

Super heavy duty

300-325x21 \$ 14.95
450-510x18 \$ 15.95

DUNLOP

90/ 100x14 695 \$ 35.95
100/100x18 695 \$ 55.95
110/100x18 695 \$ 59.95
120/100x18 695 \$ 62.95
100/100x18 990 \$ 43.95
110/100x18 990 \$ 44.95
120/100x18 990 \$ 47.95
100/ 90x19 695 \$ 58.95
110/ 90x19 695 \$ 62.95
100/ 90x19 990 \$ 54.95
110/ 90x19 990 \$ 60.95
300x21 139 \$ 57.95
80/ 100x21 490 \$ 55.95
80/ 100x21 990 \$ 55.95

METZELER

450x17 MLX \$ 62.95
510x17 MLX \$ 64.95
410x18 MLX \$ 59.95
450x18 MLX \$ 64.95
450x18 4E \$ 56.95
300x21 3E \$ 52.95
325x21 4E \$ 56.95

TRELLEBORG

410x14 744 \$ 50.95
450x17 744 \$ 68.95
550x17 744 \$ 69.95
450x18 744 \$ 68.95
500x18 744 \$ 69.95



NEW!

**1990
CATALOG**

56
PAGES

CALL TOLL FREE

800-654-4998
MASTERCARD, VISA, or UPS C.O.D.
508-285-4342

TRAIL RIDER

M A G A Z I N E

May 1990
Volume 20 Number 5

Paul Clipper
Editor/Publisher

Jim Mack

Artist

Kevin Hines

Speed Demon

Tom Conaway

Southern Help

Hank Stankiewicz

Wally Tunison

Eric Shonts

John Oechsle

"Doc" Williams

Dan Anderson

Contributors

Murray Watt

Honest Muz

Nancy Clipper

Accounts Manager

Editorial Address

P.O. Box 129

Medford, NJ 08055

(609)953-7805

Fax Number (609)953-7312

(call first)

Subscription Services

P.O. Box 129

Medford, NJ 08055

Printed in the USA by

Spectracolor

Cherry Hill, NJ

Expert typesetting by

Another Way, Inc.

Berlin, NJ

The advertising deadline

for the July issue is

May 18, 1990

On the cover: Two riders negotiate a typical wet section at the Snow Run enduro. Even though it was rainy, cold and rank, the last thing you wanted was to splash yourself! Cover photo by Dennis McKay.



Yes, we're doing the RMX one more time....

JUST PLAIN RIDING

30 Mexican Adventure

Blazing a trail to the coast

48 Penguin Rally

A Super Sunday trailride

MACHINES

38 Cannondale SM400

High quality in a low-price package

FEATURES

12 Beginner Enduro, Part Two

What's all this about timekeeping?

18 Fast Four Strokes

Advice from the best in the country

36 District 4 Enduro Awards

Rich Dool makes good in New York

28 Insurance and Liability

What are you covered for?

38

COMPETITION

26 Snow Run Enduro

The icy start to another season

TECHNICAL

22 Taming the Beast!

Our third shot at the RMX250

DEPARTMENTS

5 Last Over

The Ohio Road

6 Mail Entry

8 Eastern News

26

10 The Rest of the World

46 Yankee Trader

49 Subscription Page

50 New Products



Warning: The natural position of a motorcycle is laying on its side. This should be obvious by what kind of difficulty you have keeping the bike up on the stand when the front wheel is off. Sometimes I think it'd be best to hang the bike from the swingarm to work on it, of course I'd probably cure the whole problem by buying a decent bike stand. But you don't want to hear about my problems; you're just looking here for some sensible advice on how to avoid injury on one hand and possible legal action on the other. I'm here to tell you, it's very difficult. Don't take anything for granted, that's all. And ride smart. Very smart.

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 64 Cutchogue Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 129, Medford NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canada please add \$4 per year and other countries \$5 per year for additional postage. Copyright © 1990 by Trail Rider Magazine. All rights reserved. Nothing in this magazine may be reproduced by any means without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Second class postage paid at Medford, NJ and additional mailing offices. POSTMASTER: Send address changes to Trail Rider Magazine, P.O. Box 129, Medford, NJ 08055.



The 4-stroke that's really pumped.

The new Suzuki DR. If you really want to give the competition a workout, we've got the bikes for you. The new Suzuki DR250 and DR350 4-strokes.

These bikes are pumped. A sophisticated dry sump lubrication system and advanced air/oil cooling make for a compact, powerful engine. While helping keep both bikes incredibly light.

And to flex this muscle, the DRs are equipped with dirt-serious 43mm front forks. A revolutionary reinforced aluminum swingarm. And large, sure-stopping disc brakes.

The new Suzuki DR250 and DR350. Four-strokes so good, they're almost unnatural.

For the name of your nearest Suzuki motorcycle and ATV dealer, call 1-800-255-2550. At Suzuki, we want every ride you take to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Ride smart and never under the influence of alcohol or drugs. Know your equipment before you use it by reading your owner's manual. Along with the U.S. Forest Service, Suzuki urges you to "TREAD LIGHTLY" and respect the environment.

THE OHIO ROAD

By Paul Clipper

I thought I could just see a little bit of gray peaking up from the horizon, but it was hard to make it out from all the fog. My nose was still smarting from the last time I pitched forward and whacked it into the steering wheel, but it happened again, and this time it hurt even worse.

I had long ago lost control of my neck, somewhere back around the West Virginia line, and my head was bobbing back and forth like one of those weird little bird toys that drink a glass of water. My eyes felt like they were full of sand. It would be so fine just to close them and pass out, but a semi was throwing a near-blinding spray of dirty water on the windshield, so I punched it and squirted past him.

There are a few things I don't like to do in this world, and the one item at the very top of the list is lose a night's sleep. Second to that is losing a night's sleep while driving all night long, and that was exactly what I was doing. I was heading to Cincinnati, Ohio, for the annual Dealernews Expo; Dan Sinkoff and I were sharing a booth at the show, and we had the van packed down with exhibit parts, magazines, and about a zillion "Repair Your Dented Pipe" and "Subscribe or Buy an Ad" fliers we were going to pass out.

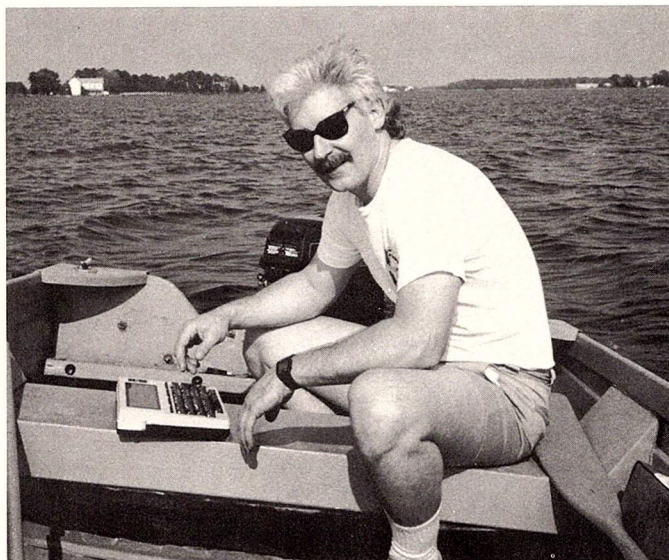
When we crossed the Ohio line, that's exactly where Dan was, too: passed out. He had crawled into the back of the van—in what little room we had for sleeping—and started sawing logs. A couple hours later his girlfriend had given up all hope too, so I was plowing through the fog along. All I hoped was that the show would be all we expected it to be, and that would make the trip worthwhile. And then I smacked my nose again.

But we drove all night (left at midnight, of course—no sense in losing a day of work) got there 11 hours later, got signed in, set up a neat booth and then collapsed. We were done and ready for the crowds by six o'clock Friday night, and I went up and took a 45-minute shower that pretty much ached all the hot water in the Clarion.

By anybody's estimation, this year's Cincinnati show was lighter than it has been in the past. There just weren't as many people attending, but we can write that off to any number of environmental and logistical reason. For one, the first AMA National Enduro was happening that weekend—or at least it was supposed to happen. It got canceled due to snow, but it still did a great job of keeping a few guys away. Also the weather was horrible up north, with ice storms and snow

to drive through. The room wasn't packed to the rafters like it has been, but distributors there claim that the business was good, like everyone turning up was in a buying mood.

The big mystery before Cincinnati was whether MS Racing would be there or not. It was no secret that they were having problems, and some were speculating that this would be the first Cinci without the familiar MS logo. Talking to one of their reps, we learned just how close it had come—between being there and being out of business—but they were all there, with a



relieved look on their faces and a potential new owner for the company. Having MS go Chapter 11 before Cinci would have put a damper on the entire year, and been a foul omen to the industry. We hope they'll be back strong before long.

You had to look hard at Cinci to see what was new and different. Oh sure, all the clothing manufacturers had their new styles on hand, but aren't we really starting to get numb towards all that? Dave Leedberg says "It's not how fast you go, it's how bright you glow!" and he would have been in his element in Cinci. Zebra stripes and dayglo Spandex were everywhere.

Hardly any motorcycle manufacturers display at Cinci, since it's primarily an accessory show, but ATK was there, with a raft of bikes and a very upbeat attitude. They had a four stroke all rigged out with turn signals and lights, and when I asked Mark Scott about it he said they were selling it that way. I don't know if that means it's street legal (certainly it is in some states), but it was an attractive package.

Husaberg America was there, showing off that new four stroke that was put together by ex-Husqvarna factory employees in Sweden. It's a good looking machine. Kind of pricy, but since all the other magazines have had Husaberg tests already, you've probably already read up on it. The distributor is at 1305 Highway 61, Festus MO 63028, and the phone number is (314)937-

9166.


The White Brothers had a new generation four stroke with them as well. Called the "PBH", it's a Horst Leitner-designed (originator of the ATK anti-torque chain system), British-built Rotax-engined machine that looked pretty trick, but the White Bros probably weren't going to be bringing it in to the States.

By far the most radical machine was the one Ted DeVol had in his booth. He had a KX250 with solid aluminum/nylon composite wheels on it (no spokes!) and tubeless tires. It also had a massive single-sided swingarm on it, with the rear brake disc doing double duty as the rear sprocket, and a single quick-change ring nut holding the wheel on the opposite side. Ted says the whole machine is a rolling experiment, but he'll be making the wheels to fit the popular MX bikes in the near future, and hopes he can retail them for around \$400 complete. Considering the cost of a complete spoke wheel assembly, that would be an excellent price.

Ted, by the way, is the owner/operator of DeVol Engineering, if you haven't guessed by now, and he is wildly enthusiastic about racing and making neat things out of aluminum. Nice guy, for an MX spode.

A few other things stand out in memory. Magura USA was there, with the usual controls on display, and they also had a mountain bike fitted with hydraulically actuated caliper brakes. Pretty neat idea—they felt really smooth and strong. Koni America had a booth as well, selling those familiar old adjustable chrome oil shocks. They may not take the modern dirt bike world by storm, but more than a few dealers were circling Koni's name in the program, and making a mental note on where to get vintage bike shocks. Acerbis Plastic also had something new—plastic silencers. They claim to be much easier on the ears than aluminum or steel, since the plastic deadens the "ring" better than a metal can. Something to keep your eye on, anyhow.

So we handed out about 500 copies of the magazine there, and with any luck the word will spread about *Trail Rider*. We've been doing this for three years now, and the IRS wants to see us make it more than a "hobby", and so do we! If you don't subscribe, in other words, now's the time. Things are only going to get bigger and better from here.

We packed up what was left at four o'clock on Monday afternoon, and by five we were on the road again. The weather was better on the way back, and even with a few stops along the way we got home at four o'clock Tuesday morning. It was a good trip, but I'm glad we only make it once a year. My broken nose is glad too. 

HIEROGLYPHICS

Your article "Blasting at the Greylock" shook some letters off the page. I'm returning them to you (and placed them in their most probable order):

bANTaM MotoCRoss Ggwctt*

*A Welsh verb meaning "sucks"

Most Sincerely,

Dick Brass

Helper, UT

DELAWARE HERO

I recently received a letter from John Oechsle of Spencerport, NY, describing how he finished the Delaware enduro in seventh place in the Senior B class. According to John's letter, he broke his gear shift lever at the start and rode the entire enduro using a pair of pliers to shift. Quite a feat for a 46-year old XR250 rider—especially considering the muddy conditions!

John is a reader of *Trail Rider* and likes to see his name in print. When you publish the story on the Delaware enduro could you please include special mention of John's effort?

Jim McCoy

Delaware Enduro Riders

Honda XRs must have a inborn desire to shed levers. Remind me some time to tell you about the day I snapped a kickstarter shaft off of an

XR200, high in the Los Padres mountains, and had to learn how to bump- start a bike uphill.

John did a good job at Delaware; he also wrote a story on the AMA District Four banquet for us, which should be somewhere in this issue. Don't wait for a story on the run, though. We weren't at the Delaware enduro this past season, and had no freelance help there, so we'll have to wait to see what happens at Delaware 1990.

FIGHT, BUT BE LEGAL

I just finished reading *American Motorcyclist* magazine (March 1990), and the Facing Extinction article caught my attention. The part titled "Northeast" concerns me. I don't hold Ron Palermo responsible, I hold the State of Pennsylvania responsible for us losing riding land. They're taking away our rights as U.S. citizens! We need to fight this for ourselves and our children in the future.

I like riding my Suzuki RMX250 and will do anything to assure that I can keep on riding it.

I don't live in Pennsylvania, but I have ridden there and hope I can keep on riding there.

I suggest that the AMA, ECEA, NETRA and all other associations pull together and fight like hell! Don't stop until we get a fair deal.

I don't have any desire to sit on my backside and watch the tube on Sundays because we didn't fight back. I want to ride and race with

friends.

Wayne T. Morris Jr.

Moorestown, NJ

You are right to be angry, Wayne, and we should research problems like this and fight (which the AMA is doing as we speak), but sometimes we just get backed into the corner. Ron Palermo went to court and won his case—he didn't lose his license—but the state may yet appeal the case.

Keep in mind that in order to ride in any National Forest or State Forest you need to be legal—which means you must have a motorcycle operator's license, a current license plate and up to date registration, and liability insurance if your state requires it. Unless designated otherwise, it's illegal to ride an unregistered bike; and if you choose to do so be aware that you're leaving yourself wide open to any officer who's having a bad day (or life!).

FRESH AIR

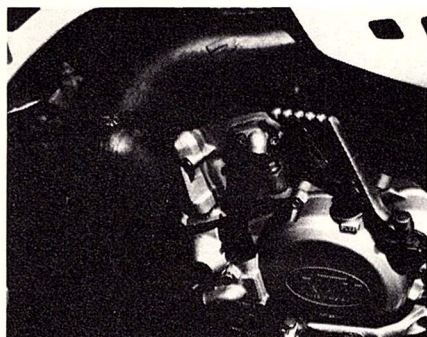
Enclosed please find a copy of a letter I just received from Representative Larry Craig of Idaho. I believe this man is behind us and deserves our support.

David Lotz

White House, TN

Dear Mr. Lotz,

Thank you for contacting me about H.R. 780,



KTM EXHAUST PIPES BY Z RACING

Z Racing has been building KTM aftermarket exhaust pipes since 1982. Features include unparalleled craftsmanship, round-stamp construction to eliminate production errors and insure proper fit, easy bolt-on utilizing stock or aftermarket mufflers and a commitment to produce the best product possible, all at a reasonable price.

To express our commitment to the Eastern KTM riders we are offering, for a limited time, free second-day UPS freight if you live east of the Mississippi! You pay the normal UPS ground rate, and Z Racing will pay the balance.

NEW ADDRESS/PHONE:
2350 EAST ORANGETHORPE
ANAHEIM, CA 92806
TEL. (714)449-1271
FAX (714)449-1374



the California Desert Protection Act. I am happy to know we share similar views on this issue.

I oppose H.R. 780 because of the effect it would have on the current multiple-use plan that exists in the area. Enacting this bill would result in denying access of the land to citizen who currently enjoy it under the BLM-administered California Desert Plan. In addition, many of the nearby towns would suffer losses in mining, livestock production and recreation. In California and my own state of Idaho, people say "Keep our lands open!" I will fight to do so.

Larry E. Craig
House of Representatives
Washington, DC 20515

Doesn't that sound good? Just when you're thinking the world is full of skunks, someone opens a window. Congressman Craig along with Senator Steve Simms of Idaho introduced legislation on February first that will, if passed, have a great effect on our chosen form of recreation. It is called the "National Recreational Trails Fund Act" and you can read about it in the news columns.

COAST TO COAST

Thank you for your interest in my coast-to-coast trip. It is my goal to put together an off-pavement route from the Pacific to the Atlantic. I need help from active trail riders who know their areas well, and would cooperate to help link all these riding areas together. During my trip last September I was convinced that it was possible, although it becomes more difficult the farther east you get.

I would like to get this all together and make another trip in the fall, on the new route, inviting along everyone who helps make the trip possible. Although I carried my own gas and clothing, if we had enough interest maybe we could chip in for a support vehicle to carry our luxuries. Anyone interested is urged to call me at (301)822-8044, or write to me at Route 2 Box 661, St. Michaels MD 21663.

Secondly, I would like to recognize the products and services that helped me out along the way. The Metzeler Sahara tires I used worked on all surfaces, from dry highway to icy sand, rocks and slimy streambeds. Great tires, I'd use them for any street/trail trip. The Acerbis plastic and lighting equipment survived the trip crack-less and still glowing.

The dealers along the way were just as fine: Malcolm Smith Motorcycles in Riverside, CA; Sportsman Cycles of Las Vegas; Precision Cycles in Colorado Springs; Letko Cycle in Kansas City; and Cyrus Cycles in Pritchard, West Virginia. They were all professional, courteous and patient. Thank you much!

Sidney Dickson
St. Michaels, MD

GOOD EYE

Is that your picture of Randy Hawkins in the Suzuki "Wet Your Pants" ad? I remember when you were taking pictures like that at Speedville. Am I right?

Dennis Black
Days Inn Motel
Yes Dennis, you are right. We sold that photo

to Suzuki's agency, and they lost all the rest we sent...which reminds me, I better get on the phone to them right now. Glad you liked it!

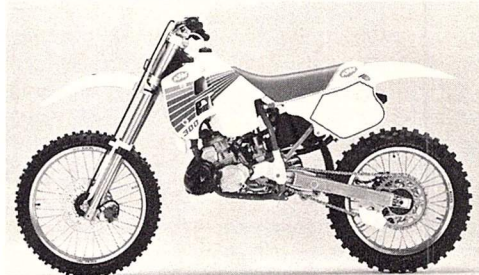
GOOD TIME IN VA.

Wish you could have made it down to the Virginia Championship Hare Scrambles Series banquet. We had a great time. Bevo was there again this year, with Charles Halcomb from Suzuki, and our own guest speaker was Gary Hatch from Havoline Oil. I want to thank the people who work so hard to make the series and banquet such a success each year—Rick Pino, VCHSS President; George Greer, Series Coordinator; Bobby Wilt, Awards Coordinator; Sonny Wood, Points Coordinator; and Vicki Morrison, Fundraising Coordinator.

I received the greatest award that I could have ever imagined that night—I was given the Texaco/Havoline Sportsmanship Award. In the 15 years that I've been racing this is the greatest honor and thrill that I've ever received. Thanks for putting out *Trail Rider* for us every month, Paul; c'mon down and ride some races with us this season.

Dave Olds
South Mills, NC

Thank you, Dave; congratulations, and you're welcome. I just talked to Tom Conaway, and although he's lost his notes at least once so far, he's pledged to send me a story on the banquet by the end of the week—look for it in the next issue. I'm looking forward to coming to one or more of your races this season.



We Have KTM's New 300E/XC!

Shock and fork service for all brands

(Good New England setup!)

White Power our specialty

KTM Parts, Accessories, and Service

Shock Service, Used and Vintage Bikes

Parts and Accessories for All Brands

USED PARTS AND SALVAGE



11 HAZEL DRIVE (ROUTE 111) HAMPSTEAD NH 03841
(603)329-7115 • (603)329-4763



From Route 111E and 28N, go 7.1 miles east on 111 and turn right on Hazel Drive in Hampstead

METEOR DUAL SPORT

Last year, Meteor M.C. became the first ECEA club to put on an actual dual sport, street-legal trailbike ride in the Jersey Pines. The turnout was light, but the event was a success by everybody's opinion, so they're going to do it again this year. The Sandy Lane Dual Sport is going to happen on June 24, and it'll start at the Countryside Restaurant on Jackson Road in Indian Mills between 8 and 10 a.m.

The route will be 70 percent unpaved, but there will be no deep water and no whoopedos. All motorcycles must be street legal dual sport (street/trail) models, and the course will cover approximately 100 miles. For entry information, call (609)783-3684; or write Meteor M.C., P.O. Box 78, Grenloch NJ 08032. With any luck, *Trail Rider* will be there, and it should be a ton of fun!

GET OUT YOUR OSSA

And get out your old Huskys, Pentons, Bultacos, Greeves and what have you, because it's time to start fixing them up for the MVTR Vintage Iron turkey run on September 23. Why mention it so early? Well, do you have any idea how long it's going to take you to fix that beast up? Like from now until the day before, but it'll be worth it. The Merrimack Valley Trail Riders have gotten permission to put together a loop in Bear Brook State Park, in Allentown, New Hampshire, that is a closed course—meaning you don't need tags or registration to ride. That'll take some of the work out of the reconstruction.

The run is for pre-1975 bikes only; whether that means including 1975 or not, we don't know. The AMA says a vintage bike is legal if it's 15 years old, and that would include 1975 this year, but that's the AMA. MVTR may have different ideas.

What you *will* need is a spark arrestor—and that's very important. Cobra makes the Sparky spark arrestor, and Answer Products makes a basic J&R spark arrestor which may fit what you're riding.

For more information on the Vintage Iron turkey run, contact the NETRA office or MVTR at RFD 7 Box 395, New Hampshire Drive, Penacook NH 03303.

NETRA RULE CHANGES

Neat rule changes up in New England. For 1990, they have a new Veterans class for riders

30 years old and older, and have changed to the AMA system of aging Senior and Super Seniors as 40 and up and 50 and up, respectively. Also, there will now be Expert, Amateur, and Novice Overall trophies at each hare scrambles; previously they only had one overall trophy. C Seniors and C Veterans will also have their own class, with trophies allotted for each.

You don't have to have a NETRA enduro license to ride enduros any more (although you still need to be a member for points); all you need be is licensed and registered by your state and everything is fine. A team trophy will be offered at enduros, and an A High Point trophy has been added (previously it was just the overall trophy).

The neatest thing they've thought of is the NETRA Off-Road Grand Championship award, which would go to the rider who accumulates the most points in enduros and hare scrambles for the year. This won't go into effect until 1991.

ENDURO SCHOOL

If you'd like to spend a Sunday learning all about enduro riding, machine maintenance, enduro rules and plenty of other interesting things, look into attending the NETRA Enduro and Trail Riding School, on May 6. The day is aimed mostly at beginning riders, but "B" riders and anybody else may pick up something they didn't know before, especially when the talk turns to timekeeping. Traditionally, after a long morning of class the troops are turned loose for a trail riding session on the Meriden Motorcycle Club clubgrounds, where you are guaranteed to encounter enduro riding situations. Call the NETRA office for directions and entry fee information.

VIRGINIA THANKS

We should be running a story on the Virginia Championship Hare Scrambles series end-of-year awards next month, but that doesn't mean we can't print a note of thanks they sent to us now. Virginia enjoys a ton of support from a wide variety of sponsors. Why? Because they work at promotion, and also because they're a bunch of good ol' boys who can't help but be popular.

Series sponsors for 1989 include Tucker-Rocky, Bell, Havoline Oil, Sinisalo/AXO Sport, Metzeler, Scott USA, Boyesen Engineering, THOR, MS Racing, PJ-1, Acerbis Plastica and Roko Sports. VCHSS also receives a huge amount of contingencies for their events and the banquet, and, other than the above, these include Dunlop Tires, DeVol Racing, Bel-Ray Oils,

Chartpak, Diamond, Yokohama, Cosmopolitan Motors, ATK, Honda, Kawasaki, KTM, Suzuki, Yamaha, Casey Cycle City, Mark IV, Rick's Cycle Supply, Specialized Cycle Service, Portsmouth Yamaha, and R.M. Felts Packing Co. (the Ham Man of Ivor).

Also, they would like to thank Gary Hatch of Havoline, Charles Halcomb of Suzuki, Bevo Forte of Scott USA, and Tom Bartlett of Tucker-Rocky for being honored guests at the banquet. Keep an eye out next month for Tom Conaway's report on the '89 banquet.

NEW SHOP CONCEPT

Mark Jenks and John Lombella of Cycle Competition in Southwick, Mass., are pioneers of a whole new type of off-road shop. They call Cycle Competition "The Off-Road Shop for the '90s." What do they do that's different? Well, they have all the latest and trickiest accessories for enduro, hare scrambles, motocross and road riding, and they also stock OEM parts for Honda, Kawasaki, Suzuki and Yamaha machines.

In addition, tucked into one inside corner of the building you'll find Bicycle Dynamics, a complete off-road bicycle shop. Herein they sell a complete line of mountain bikes and accessories, and offer service and tuning of pedal-powered machines. Cycle Competition sounds like a perfect haven for off-road enthusiasts of any persuasion, and we wish them well.

OLD SHOP CONCEPT

One other start-up of note this spring is Hamilton Sportcycles in Hampstead, New Hampshire. Kevin Hamilton has put together a very impressive KTM shop in a very short amount of time. He's got all the parts and accessories you'd expect to find, and is offering suspension tuning to suit the New England woods.

So what's so unusual about the store? Well, sitting out on the floor is a practically brand-new 1969 Penton 125 Six-Days, steel peanut tank and all. And right next to it is the 1974 125 Penton that Doug Wilford rode in the 1973 Berkshire ISDT—still with all the dirt on it! Rumor has it there's nearly a dozen more Pentons at his house, and his collection of replacement parts is growing daily. If you have an interest in Penton vintage bikes, Kevin is the guy to call! *Trail Rider* may be doing a feature on a couple of his bikes soon, comparing the old 125s to a brand-new KTM 125 E/XC, so keep an eye out for some photos in the future.

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757
East Coast Enduro Association (ECEA)
1380 Route 70
Browns Mills, NJ 08015

(609)893-7294
Virginia Championship Hare Scrambles Series (VCHSS)
114 Holloway Drive
Smithfield, VA 23430
(804)255-4620
Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364
Potomac Motocross
P.O. Box 156
Budds Creek, MD 20650
(301)475-2000
AMA GNCC Series
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

North Carolina H.S. Series
P.O. Box 338
Fayetteville, NC 28302
(919)867-5219
American Motorcyclist Assn.
P.O. Box 6114
Westerville, OH 43081-6114
(614)891-2425
Southeastern Enduro and Trail Riders Association

(SETRA)
P.O. Box 1935
Roswell, GA 30077-1935
(404)532-6832
New York Hare Scrambles Series
(315)682-8017
District 4 Enduro Comm. (NY)
568 Whittier Road
Spencerport, NY 14559
(716)594-0384

WHAT'S ON

April

4/28 April Fools Junior Enduro
Brimfield, MA
4/29 State Forest Clean Up
Atsion, NJ
4/29 Rattlesnake Hare Scrambles
Wytheville, VA
4/29 John Monahan Memorial Enduro
Freetown, MA


May

5/5 Boneyard Jr. Enduro
Meriden, CT
5/6 Wachusett Wramble Turkey Run
Berlin, MA
5/6 Pine Barons Enduro
New Gretna, NJ
5/6 McKean County Enduro
AMA District 4, (814)465-9313
5/12-13 Winter Place 100 GNCC
Beckley, WV
5/13 Ridge Run Enduro
Stanhope, NJ
5/13 Rhody Ramble Turkey Run
West Greenwich, RI
5/20 New England Championship Enduro
Somers, CT
5/20 Wayne County Spring Enduro
AMA District 4, (315)331-5346
5/20 Central VA 100
Prince George, VA
5/27 Blue Ridge Hare Scrambles
Martinsville, VA
5/27 Reading Enduro
New Philadelphia, PA

MENTAL HANDICAP

While cleaning up the office, we came across a copy of the November issue of the Pathfinders M.C. newsletter, and before we throw it away let us mention that the Pathfinders are a very strange group. In this newsletter they described a handicapping system for their members that is far too complex and extensive to be listed here. It started out as a basic system that uses the age of the rider as a factor in computing an *adjusted* score for any enduro, so that one could "realistically" compared the score of a, say, 40-year old Senior rider to a 22-year old jet in the A250 class.

The club decided that this basic system, brainstormed by Craig Baker, a name that is not strange to this column, and they enlarged upon it by including such factors as the ratio of your neck size compared to your waist size (no pencil-necks need apply); the number of broken bones you've suffered, other than your collarbone; and the location of the manufacturer's origin of your bike in miles from the Prime Meridian, as well as a number of even more obscure details. The ultimate result is a system that evens all club member's scores right down to the tenth. Think of it! There'd be no long evenings of bragging, no boasting to your fellows about your legendary abilities, no lying to the bar maids!

Hey—but what would we do for fun? 

McNABB Cycle Supply



MT37



MT32



MT27



MT35

MT37 Lagunacross (soft)

110/90-18.....	\$59.95
120/100-18.....	62.95
90/90-21.....	58.95
MT32 Sandcross (soft)	
410-14.....	\$34.95
275-17.....	28.95
110/90-18.....	58.95
110/100-18.....	63.95
120/100-18.....	66.15
300-21.....	58.95

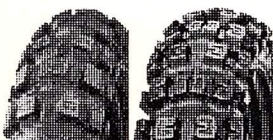


MT16 Garacross (general)

400-17.....	\$47.95
400-18.....	49.95
450-18.....	54.95
510-18.....	55.95
300-21.....	49.95
MT21 Rallycross (general)	
120/90-18.....	\$43.95
90/90-21.....	35.95

MT27 Deltacross (medium)

400-18.....	\$54.95
450-18.....	56.95
300-21.....	49.95
MT35 Hardcross (hard)	
110/100-18.....	\$57.95
120/100-18.....	59.95
MT46 Hardcross (hard)	
80/100-21.....	\$ 56.95
NEW MT34 Worldcross	
110/100-19.....	CALL
120/100-19.....	CALL
90/90-21.....	CALL



510

6x28

Teraflex

410-17..	\$63.95
410-18..	63.95
510-17..	74.95
510-18..	74.95
6x28-17..	79.95
6x28-18..	79.95



244

744

Trelleborg

744 Ten Masters

410-14.....	\$53.95
450-17.....	76.95
575-17.....	76.95
410-18.....	59.95
450-18.....	72.95
500-18.....	72.95

244 Trelmaster (Enduro or MX compounds)

440-18.....	\$73.95
510-18.....	75.95
Winter Friction (studded)	
410-14 Friction....	\$ 130.00
275-17 Friction....	110.00
475-17 Friction....	170.00
400-18 Friction....	150.00
450-18 Friction....	185.00
440-18 Friction....	170.00
300-21 Friction....	170.00



MXR

196

Metzeler

Prices too low to Print!

O'Neal

Bullet Boots.....	\$144.00
Bullet Pants.....	96.00
Bullet Jersey.....	26.95
Bullet Gloves.....	24.95
Trail Pro Boots.....	99.95

Cheng Shin Tires/Tubes

460-18 Metz. Copy	\$28.95
300-21 Metz. Copy	21.95
300-21 tube.....	5.65
400/450-18 tube....	6.90

We Also Stock!!

Uni Air Filters
EBC Brakes
RK Chain
Boyesen Reeds
Portco Sprockets

TIRE IRONS

15" x 1" Forged Steel \$17.95/pr

DUNLOP

K139 Front

300-21.....	\$56.95
-------------	---------

K990 ST Soft Terrain

90/100-14.....	\$29.95
90/100-16.....	35.95
100/100-18.....	59.95
110/100-18.....	64.95
120/100-18.....	69.95
100/90-19.....	64.95
110/90-19.....	69.95

K695 IT Intermediate

100/100-18.....	\$59.95
110/100-18.....	64.95
120/100-18.....	69.95
100/90-19.....	65.95
110/90-19.....	69.95

Other Dunlop tires available



Super-M, 12oz bottle...	\$ 3.15
Super-M, 1/2 gallon....	12.00

Thousands of New & Used Snowmobile Parts

"Street Bike Tires Available"

Visa - Master Card - C.O.D
Prices subject to change

Call Today 800-233-2787, In MA 413-536-7145

McNabb Cycle Supply

123 Hampton Ave
Westfield, MA 01085

THE REST OF THE WORLD

SURVIVAL, TEXAS STYLE

Since the Coalinga, California, AMA National Enduro was canceled because of snow, the Waverly, Texas, round two of the Nationals became the first run this year. Confused? Forget it. Texas was a mean, nasty run, with lots and lots of mud, and Kevin Hines emerged as the winner at the finish, after slogging through and dropping 155 points!

Hines had to be loving it, since he still thinks the nasty runs are the most fun. Allan Gravitt, from H&H KTM, came in second overall, with 188 points to his credit; Jeff Plunkett was third with a 216, Dave Bertram was fourth with 236, Randy Hawkins was fifth with 245, Jay Neilson came in sixth with 255, and Terry Cunningham was seventh with a 276. Everybody else holed out.

CONTROVERSY IN GEORGIA

The Georgia National turned out to be just as affected by the weather, since a ton of rain a day before the event made it almost as muddy as the Texas race. Reports from that neck of the woods are unofficial as of this writing, but it seems that the best scores were right around 55 points.

The controversy comes about because of a missed observation check. Jeff Russell, Kevin Hines, and a number of other riders went through the OB check without a major problem, even though it was on the far side of a considerable mudhole. Randy Hawkins, however, was the Big Name on a list of folks who *missed* the check; they missed it because they were looking for a way *around* the mudhole, and they apparently found it. The club afterwards claimed that more than 50 percent of the riders missed it, and therefore it was legal for them to throw the check out, giving Randy Hawkins the overall win. Had they not thrown it out, Hawkins would be disqualified for missing a check, and Jeff Russell would have taken the win.


Russell and the others are maintaining that there was no way that half the riders missed the check, and are accusing the club of playing

favorites with Hawkins. At this time, there has been no word from the AMA on the protests, so as it stands Hawkins has the win at the second National. We'll let you know if that changes.

BIG MAG

You may have noticed that this issue of *Trail Rider*, at 52 pages, is the biggest issue we've printed in years. You may also have noticed that it's absolutely packed with ads. Yahoo! We've been discovered! No matter what folks in the "motorcycle industry" say about the industry "softening" and business being bad, we know

that the *sport* is going stronger than ever, and the success of *Trail Rider* is just one indication that future support is going to go into the sport, where it belongs, and not into the industry—at least not until they get their act straightened out.

We also ask you to bear with us through all this advertising, and hopefully it's just as interesting as the rest of the book. For our part, it's bailing us out of a particularly bad winter (in December, we couldn't even *give* advertising space away to people in the "industry"), and we're very, very grateful to our enthusiastic advertisers. Hey, it's going to be a great year to be a trail rider! 

NATIONAL TRAILS BILL INTRODUCED

Two federal legislators from Idaho, Senator Steve Symms and Representative Larry Craig, have introduced a bill that would encourage states to develop and improve off-highway vehicle recreation programs. Called the National Recreation Trails Fund Act of 1989, the bill would provide states with the necessary funds to construct and maintain trails, acquire easements for public recreation, and help build trailside facilities.

According to information provided to us by the Blue Ribbon Coalition and Stu Lawson of the AMA, under the provisions of the legislation, the federal government would be required to redistribute gasoline taxes paid by OHV trail users to a national trail development and maintenance program. As it stands now, these funds are channeled into construction and maintenance of highways and other roadways, but not OHV projects. In effect, the bill would make funds available, for the first time, for off-highway projects.

The effects of such a fund would be wide-spread. It would spur some states into creating off-highway projects, if for no other reason than to ensure that the state received some of the federal money for its own use. Also it will provide a fund to help maintain existing trails, reducing impact and limiting environmental damage. Under the bill, states with existing OHV programs would be able to apply annually for federal funds to add to their program, and states without an OHV plan could request grants to fund specific projects.

In addition, the legislation would also create a National Recreational Trail Advisory Council to represent the interest of ATV riders, cross-country skiers, horseback riders, mountain bikers, snowmobilers, trail bike riders, and four-wheel drive enthusiasts. Appointed by the Secretary of the Interior, the eight-member committee would administer grants, establish criteria for trailside facilities, and make recommendations to the Secretary on establishing federal policies.

In short, this is the best opportunity to come along for off-roaders in many years. If you haven't been writing lately, it's now time to get out the pen and let your state Senators and Representatives know that you support the National Recreational Trails Act of 1989, and you hope they do as well. Also, send a letter of support to Clark Collins, Blue Ribbon Coalition, P.O. Box 5449, Pocatello ID 83202. Clark is right up there where it all started, and he knows how to make good use of your letters. Also, drop a note to the AMA, and to your state Governor. Make sure everybody knows about this bill.

APPALACHIAN CYCLE ACCESSORIES INC.

NEW FAX NUMBER
(614)384-4117

SHOCK
SPECIALIST

ONE-DAY TURNAROUND
ON MOST SHOCKS

CAGIVA • HUSQVARNA
DUCATI



SALES • SERVICE • PARTS
SUSPENSION SPECIALISTS

614-384-6861

722 E. 14th • WELLSTON, OH 45692

AXO Sport America and Sinisalo Racing USA

**Go into your local AXO Sport dealer
and see the new Earthquake line!
Also, ask your dealer about AXO
Renthal bars and Sinisalo riding gear!**

—Larry Naston, New England Sales

AXO SPORT/SINISALO USA-WHEN YOU'RE SERIOUS ABOUT WHAT YOU WEAR



**Cystic
Fibrosis
Foundation**

HONDA
Come ride with us.

**Merrimack
Valley
Trail :::::
Riders**

To Benefit The Cystic Fibrosis Foundation

THE 1990 LEON DUBE MEMORIAL TRAIL RIDE

June 9, Minis, Juniors, 4-Wheeled ATVs

Bear Brook State Park

June 10, Street legal trail bikes

Allenstown, NH

All participants are encouraged to obtain sponsors to pledge money to C.F. with prizes awarded based on dollars raised.

★ **GRAND PRIZE:** Winners Choice of a 1990 **Honda XR250R, Honda FOURTRAX TRX300, or Honda NX250**

★ **FIRST PRIZE:** Full Set of Riding Gear, Courtesy of **American Honda Motor Co.**

★ **SECOND PRIZE:** Set of Trelleborg Knobbies, Courtesy of **MOTORACE**

★ **SPECIAL AWARD:** Dunlop K695 & K139 Knobbies PLUS 1 pair Kenda D09 ATV Tires, Courtesy of **J & D Walter Distributors**

★ **Many other Awards and Prizes**

★ **DOUBLE HONDA GIVEAWAY!** Call your New England Honda Dealer below:

IN MAINE:

Reynolds Sportscenter
207-929-6641

Schott Motorcycle Supply
207-784-1308

Tri-Sports Honda
207-729-3328

Eagles Sport Shop
207-645-3733

Friend & Friend
207-667-4688

Darlings Recreational Division
207-941-1434

Shepard Honda
207-596-0018

Harry's Auto Sales
207-769-2761

R & T Cycle Shop
207-582-6496

Tidd's Sport Shop
207-532-6476

Freedom Honda-Suzuki
603-524-6636

Sport Shack Honda
603-752-2733

Depot Honda
603-926-4581

Dover Auto Supply
603-742-9555

Nashua Auto Co.
603-889-0161

Concord Motorcycle Shop
603-228-0364

Naults House of Wheels
603-669-7220

Adirondack Cycle Center
518-563-4618

Howard's Cycle Shop
518-399-4270

Herba Motor Co.
518-842-8812

Albany Honda
518-452-1003

JAF Motors
518-393-2621

Troy City Garage
518-279-1781

Christmans Cycle
518-993-2225

Honda/Kawasaki Cycles
914-562-3400

Dutchess Recreational Vehicles
914-454-2810

Freedom Honda
203-288-8000

Manchester Honda
203-646-2789

Sullivan's Honda City
203-347-3383

Sippin Cycle Sales
203-261-3668

Honda of New Milford
203-355-3161

Central Sports
203-886-2407

Adams Honda
203-274-6753

Central Sports, Inc.
203-564-3353

Family Cycle Center, Inc.
203-757-7830

Lowell Honda Kawasaki
508-251-4440

North Reading Honda
508-664-5461

Gifford Marine Co.
508-996-8288

Bob's Cycle Sales
508-764-4643

Archies Scooter Service
508-995-9751

Cycles 128
508-927-3400

Worcester County Honda
508-757-9521

Weymouth Honda
617-337-7400

Parkway Cycle
617-389-6998

The New Honda of Boston
617-734-8200

Valley Motorsports
413-584-7303

Norths Services
413-499-3266

Ronnie's Cycle Sales & Service
413-743-0715

Popoli's Honda/Yamaha
413-562-5661

Green River Honda/Kawasaki/Suzuki
413-774-2893

Limit 300 Riders Each Day: Pre-register Early to Guarantee Your Ride

To Register Call or Write: CFF/NNE 311 HANOVER STREET, MANCHESTER, NH 03104 (603) 669-8682



REGISTRATION FORM

(No "Day of Event" Entries Accepted)

NAME: (Please Print) _____

ADDRESS: _____

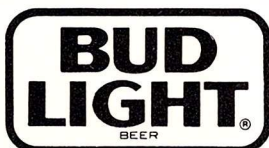
CITY _____ STATE _____ ZIP _____

Event Entered: Saturday, June 9: Mini ☐ Junior ☐ 4-Wheeled ATV Junior ☐ 4-Wheeled ATV Adult ☐

(9-13) (14-17) (9-17) (18-up)

Sunday, June 10: Men ☐ Women ☐ Doubles ☐

T-Shirt Size _____
Adult Sizes Only



Adult Event Only

Sponsored by



Please Note: All Riders Under Age 18 MUST Have Liability Waiver Form Signed and Signature Notarized by Parent/Guardian.

A minimum donation of \$25.00 is required to ride in this event.

Gentlemen, Start Your Clocks!

Route sheets, timekeeping, and being INTO your minute.

By Eric Shonts

BASIC TIME KEEPING; PUTTING IT ALL TOGETHER

So, have you got your route sheet holder set up and your watch synchronized? Now all you need to know is how to use them in a race situation.

Let's say you're in that first race and you *don't* have an odometer on your bike. You're cruising along, and suddenly, you see a sign. It's a mileage marker and it reads "3.6."

Look at your route sheet. One line in the field of vision reads: [3. 3.6mi L 9:00]. REMEMBER; the time reading is in minutes and seconds, not hours and minutes!

Now, look at your watch. What if it reads (MINUTES AND SECONDS) 8:30? Then you are one minute EARLY, and should consider slowing down slightly. Remember, all of these decisions need to be answered in relevance to the terrain. If you were a minute early and coming into a "first gear" section, you probably wouldn't slow down because that thirty seconds will soon be lost without any additional effort on your part!

(Wait a minute! Why aren't you only 30 seconds early, when the watch 8:30 and you're supposed to be at 9:00? Because being perfectly on time in enduros means hitting the checks EXACTLY 30 seconds after the "top of your minute." If there was a checkpoint at 3.6 miles out, and you hit it at 9 minutes exactly, you wouldn't lose any points, but if it was a "tiebreaker" check you wouldn't be considered as hitting it at absolute "zero" unless you rolled across the line at *exactly* 30 seconds after your minute, being 9:30. Confused? Don't worry, it can get more complicated than this!

What if your watch reads 12:18? Then you are three minutes and eighteen seconds LATE! Time to get on the pipe and make up some time if possible. (Eighteen seconds late, too? Well no, not really, since "perfect" is at 30 seconds. The pros just say that you're "three minutes late,



Don't make the mistake of entering a tough run on an old, unreliable bike (or an old, unreliable body!). Know your machine before you start.

and eighteen seconds *into* the minute.")

As you see, an enduro can be run with no odometer, but it is nice to have one. The point of the odometer is that it acts like a full-time, on-board mileage marker. The rider can always estimate if he is early or late. By paying close attention to mileage markers on the course, a beginning rider can easily overcome the lack of an odometer. There usually aren't many mileage markers in the woods (at least, not that I have noticed so far!), but this doesn't matter. In the woods, you are pretty much guaranteed to be late, so just go like hell! Twenty-four miles per hour is just about impossible in the woods!

I think you get the point. The best instructor is always experience, so go get some!

ABOUT RESETS, COURSE LAYOUT, AND SCORING

A "RESET" is a feature designed to give the rider a rest, as is sometimes the case, to catch up. These are found on "open" parts of the terrain, not in the woods.

On the route sheet and on some mileage signs, you will see something like [9.8mi reset to 11.0mi]. Now think about this. If you come to this point on time, if you cruise right on by, you are suddenly 1.2 miles ahead of where you should be in proportion to the time elapsed. What you have to do is stop, reset your odometer to the new mileage, and wait until it is time to take off again.

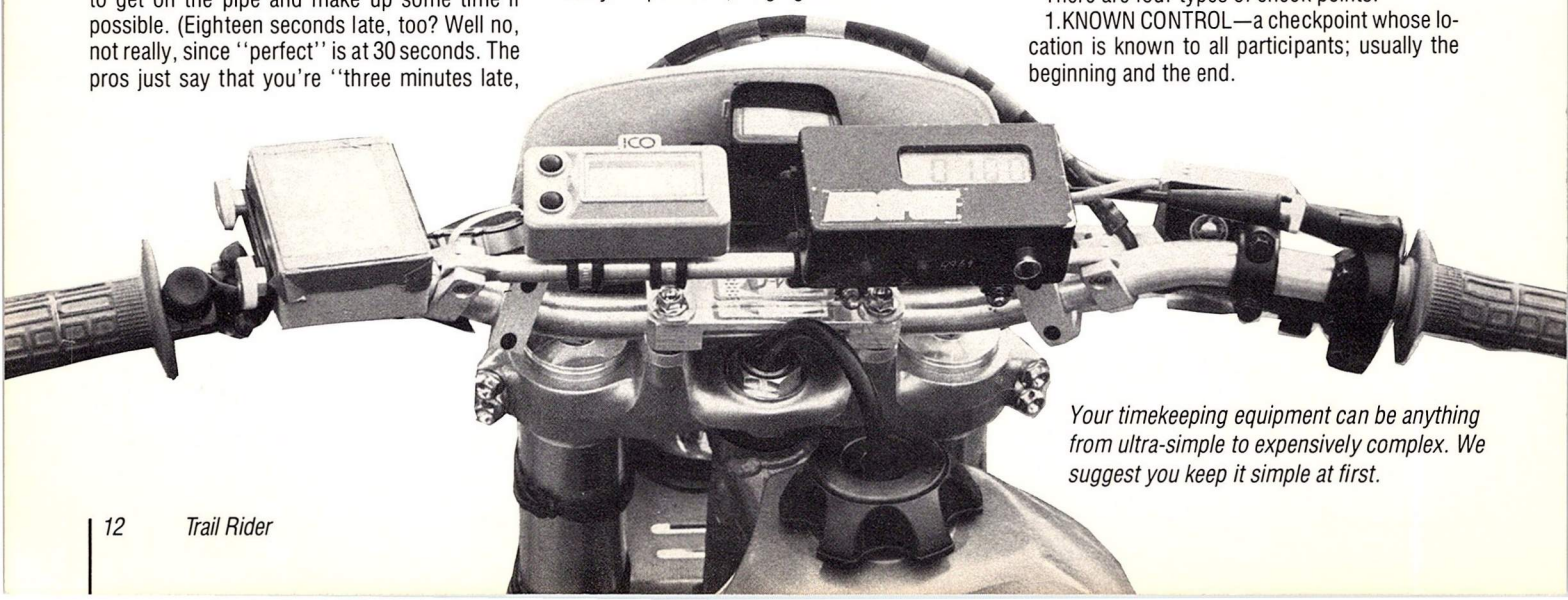
Many of the experienced riders like to go up the road (resets are usually on roads) and wait where the course starts to get complicated again before stopping to rest. There will usually be a mileage marker in sight of the next woods section where they can rest, get a drink and reset their equipment. You can choose to do either, but if you are riding with veteran buddies, you will most likely be inclined to do the latter.

Now, about course layout. Generally, the club that sponsors the ride will place timed checks in the woods, where riders are most likely to be losing time, but beware. Don't go into the woods too early! Remember those road sections and resets I just mentioned? A rider may want to start early to compensate for the time he is about to lose in the woods. The club therefore puts a timed check near the beginning of each tight section to keep riders from sneaking into the woods early. If there were only checkpoints at the end of each woods section, it would be way too easy to cheat. If you go into the woods too early, you will probably arrive at the first checkpoint too early, which is much WORSE than arriving LATE! This little bit of news takes us onto scoring.

The scoring method is relatively simple. This is just a rough sketch, but that is all a beginner needs to be concerned with.

There are four types of check points:

1. KNOWN CONTROL—a checkpoint whose location is known to all participants; usually the beginning and the end.



Your timekeeping equipment can be anything from ultra-simple to expensively complex. We suggest you keep it simple at first.

HEAVY METAL

Krause Triple-Power Pipes

CHOOSE THE EXACT POWER YOU NEED FROM A SELECTION OF THREE DIFFERENT KRAUSE KANNON PIPES ENGINEERED EXCLUSIVELY FOR YOUR MAKE & MODEL MX, ENDURO, QUAD OR ATV

HONDA
YAMAHA
KAWASAKI
SUZUKI
HUSKY
KTM

Three Levels of Power

LOW-END PIPE

The Krause "Bottom-End" Pipe will turn your machine into a "John Deere". Monster torque is produced in a deep surge of low end beyond compare.

MID-RANGE PIPE

The "Mid-Range" Krause Kannon provides a fat, rideable powerband that spreads evenly across the entire RPM range. Just dial on the power and feel the brisk, positive performance smoothly propel you forward. By far, this is the pipe design that is our most popular and which has made our name in the performance industry.

TOP-END PIPE

The Kannon "Top-End" Pipe is geared for balls-out, full-tilt, national level motocross that will rip the pro circuit apart. This baby is only for the serious holeshoot artist that needs explosive, almost uncontrollable top end power delivery.

SAVE

PRICED FROM
ONLY

\$99.95

ORDER FACTORY DIRECT

Call now for tech info and ordering instructions

708-513-1000



KRAUSE RACING

3705 Stern Avenue
St. Charles, Illinois 60174

2. SECRET CHECK—an unknown, timed checkpoint

3. EMERGENCY CHECK—same as secret check, except minutes and seconds are recorded, and used for breaking ties.

4. OBSERVATION CHECK—an unknown checkpoint where no penalty for time is recorded. Prevents "course cutting."

At the timed checks, the minute you arrive will be recorded on your score card, and in books kept by the checkpoint crew. The check crew have their clocks set in proportion to key time so that if you are riding on minute 30, you should arrive at every checkpoint on minute 30, if you are on time. So, if you arrive on minute 28, you are two minutes early. If you arrive on minute 36, you are six minutes late, and so on.

Remember, I said that arriving late is better than arriving early. If a rider arrives late, he receives one point for each full minute that he is late. If a rider arrives early, he receives two points for the first full minute, and five points for each additional full minute that he is early! OUCH! So, if a rider is 5 minutes late, he gets 5 points. If a rider is 5 minutes early, he gets 22 points!

All riders start out with ZERO points. The rider with the least amount of points wins. To learn all the de-

tails, I highly recommend getting in touch with the AMA, and requesting a competition rule book. Everyone should have one. In my opinion, we should push to have the rule book revised. While browsing through, I happened across this phrase in the section on general equipment stan-

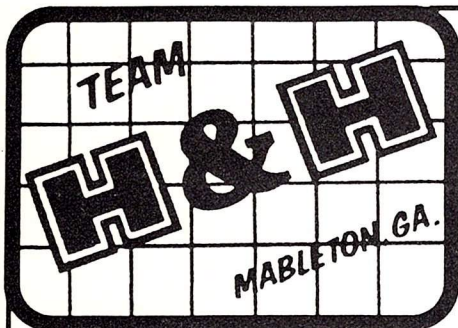
dards: "If a kick pedal is retained (to start the bike with), it must be of the folding type and must be RUBBER-COVERED." When was the last time a dirt bike came with a rubber covered kick starter? Well, at least the major points of the book are up to date.



Above: Bench racing while you wait for results is one of the best parts of enduro riding—especially if you're a good liar!



Left: The most important thing, here in the tree-filled east, is hand protection. Without hand guards like this, you're risking broken fingers.



H&H KTM
310 Bankhead Highway
Mableton, GA 30059
(404)941-9184

FAX (404)941-0220

The **ALL NEW**

H&H KTM proudly sponsors
Allen Gravitt
1988 FTR Enduro Champion

Distributors for
Trelleborg Tires
Duralube Oil
PBI Sprockets
Dyno Port Pipes
24-HOUR PARTS ORDER LINE
(404)941-9184

1990

KTM

250

is here and available in a **VERY LIMITED SUPPLY**

We can rebuild or revalve your suspension to suit your type of riding, and it isn't that expensive or difficult.

White Power Suspension • KTM Fork Mods start at \$45

plus oil & shipping.



One-day turnaround on most fork and shock rebuilds.



NEW! TOLL-FREE NUMBER FOR ORDERS ONLY! 1-800-344-2657



Speaking of the past, enduro riders used to start out with 1000 points, and loose points at checks. This is why the term "High Point" is used to refer to a winner.

SOME ADVICE FROM ONE BEGINNER TO ANOTHER

1. Even if you get tired, keep riding at a slower pace. It is much better to be going 10 or 12 miles an hour for five or ten minutes than to be stopped dead for five or ten minutes!



Inexperience is liable to lead you into the wrong line now and then, but you'll get better at every run!

2. Listen to any advice people have to give. Read through all the riding tips in recent magazines, and actually try to imitate what they say. You have a long day of riding to think about and try out all of those neat tricks. My cornering prowess improved 100% after reading an article on motocross cornering. I couldn't believe it!

3. You are going to be riding for a long time. Once you get comfortable and the adrenalin is flowing continuously, your mind will start to wander to some pretty strange things. Be it good, bad, or otherwise, it seems to be a pretty common thing, so don't think you're losing your mind. It would probably be too taxing for any brain to think solely about the terrain in front of you for that many hours. Also, this "free thought time" is rather therapeutic. A slightly wandering mind is a sign of being comfortable with your surroundings. This shows just how second nature riding a motorcycle can be, even while flying through the woods!

4. Although you won't get too many chances to drink it, try to take some water with you.

5. Relax and have fun. You're not in the ISDE (yet)!

I hope to see you at the races. Good luck!



New
England's
Only Exclusively
Husky Shop

MOREL'S HUSQVARNA

...WILL BEAT ANYBODY'S ADVERTISED PRICE BY 5%

NEW 1990 HUSKYS IN STOCK!

**YOU'RE MISSING THE BOAT IF YOU
DON'T BUY A 1990 HUSKY, FROM ME
OR ANYBODY ELSE! IT'S A GREAT
SCOOTER, AND WE HAVE IT AT GREAT
PRICES!**

WE WILL NOT BE UNDERSOLD!
822 E. WASHINGTON ST.
NORTH ATTLEBORO, MA 02760
(508)695-2061
Open Tues. Wed. 9-6
Thur. Fri. 9-6
Saturday 9-4
Closed Monday

SMART MOVE

More racers use **BOYSEN POWER REEDS** than any other performance part on the market. Why? Because smart racers know that horsepower doesn't have to cost an arm and a leg. They know that **BOYSEN POWER REEDS** are the most inexpensive yet effective performance part available for their bike. Testing always shows an increase in power throughout the entire range.

Installing a set of **BOYSEN POWER REEDS** is the smartest move you can make.



BOYSEN ENGINEERING

R.D. #1 Box 862, Lenhartsville, PA 19534

(800) 441-1177 / (215) 756-6818 FAX (215) 756-4102

WORLD'S LEADER IN 2-STROKE INDUCTION TECHNOLOGY

“DIRT RIDER’s ‘Trail Tips’ and ‘Service Dept.’ and MOTORCYCLIST’s ‘Street Wise’ pages easily recover the price of subscription ten times over.”

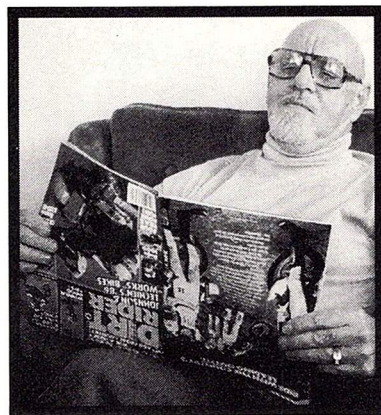
—Ed Hertfelder

Name: Ed Hertfelder

Occupation: Proving his claim to be the worst dirt rider in the continental United States, Canada, and Mexico; dabbles in journalism; has written “Duct Tapes” since 1977; author of three books: *Duct Tapes 80*, *Reset To 80.1*, and *80.2 Changes To 27 MPH*; currently working on a novel whose only guarantee is that it will have “80.3” somewhere in the title.

Riding history: “I was hooked on enduro riding by Cliff Ferris at the age of 36 and have been O.D.ing ever since. I’m really bad, but I’m sort of proud of it now.”

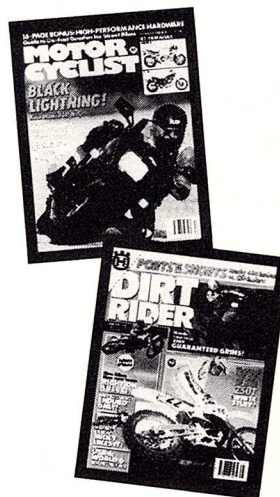
Track record: “From 1964 to 1966 I rode a Triumph Cub with a great lack of success. Switched to Bultaco in 1967 and had a “lock” on 44th Medium Weight B in East Coast Enduro Association events for years. Muddled through the 1970’ on Yamaha IT175 models. Rode Huskys from 1980 to 1985 and never got beyond third gear. Have I ever won any medals? Of course not, none at all. I took home one trophy for best-represented club (all the club members got one) and



when I put it in my Volkswagen I broke the windshield.”

Bikes currently owned: “I have a Honda XL600R I rode in the dual-purpose Barstow-to-Vegas and then continued on to New Jersey. I finished the Michigan Six Day on the same motorcycle and feel it is ruining my reputation.”

Magazines: “*DIRT RIDER* because it has the guts to print my ‘Duct Tapes’ column, which is written for the 75 percent of enduro riders who haven’t found any glory yet and need a few laughs to keep them going. *MOTORCYCLIST* because the writers never muddy up a bike test with off-the-wall personal comments. Instead, they include these in a box at the end and sign their names to them. *DIRT RIDER*’s ‘Trail Tips’ and ‘Service Dept.’ and *MOTORCYCLIST*’s ‘Street Wise’ pages easily recover the price of subscription ten times over.”



What KTM brings together is what sets us apart.

MOTOCROSS We're doing it in 1990 the same way we've always done it: we specify only the finest components, we handcraft the rest, and we combine them all in one breathtaking series. It's this precise blend of form and function, of speed and control, that's enabled us to add even more power and refinement to the bikes that shook up the Grand Prix Motocross world in 1989.

KTM's unparalleled range includes the 500mx, 300mx, 250mx, and 125mx, along with complete, distinct lines for enduro, desert/cross country, and four strokes. No matter where, how, or when you ride, there's a KTM engineered



especially for you.

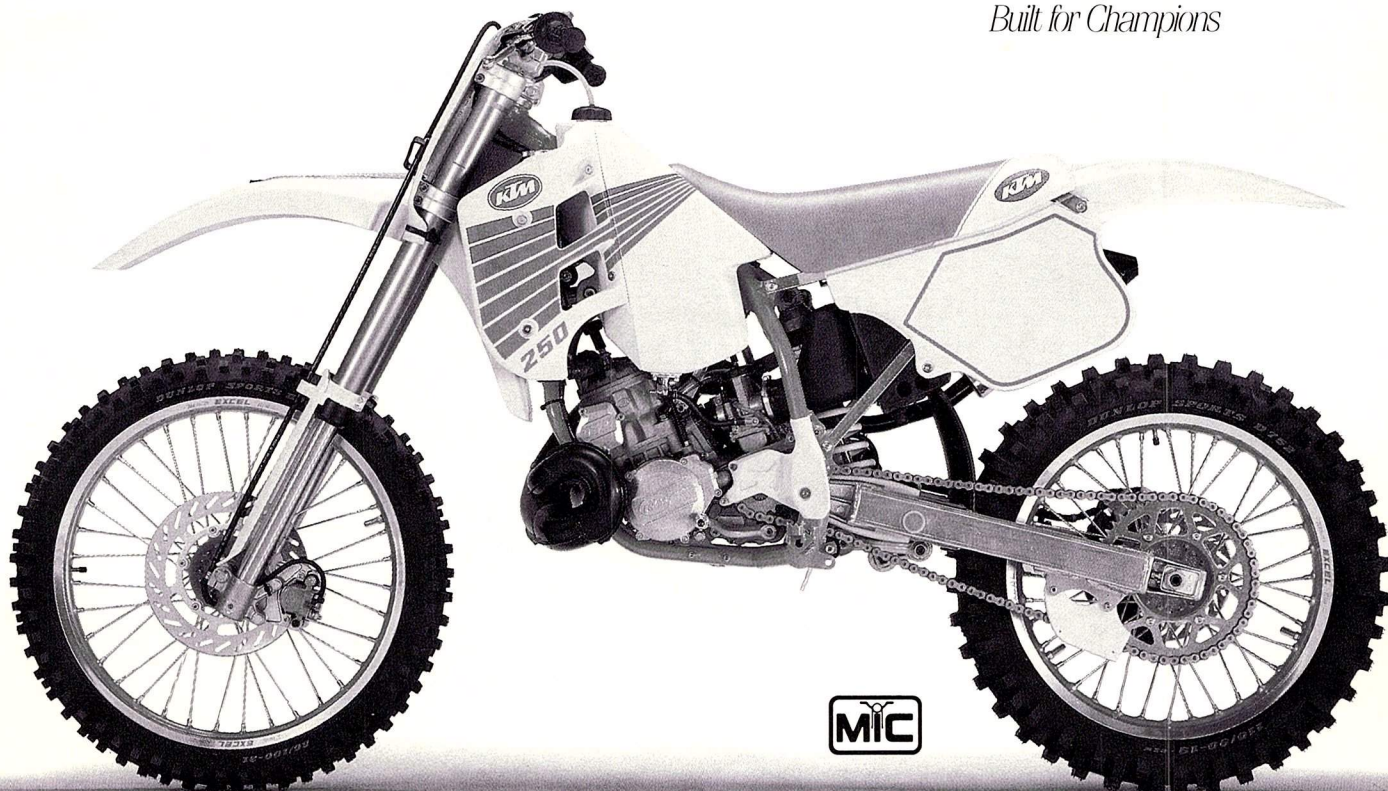
Yours free: our impressive full-line brochure or our dedicated MX, D/XC, E/XC, and 4-Stroke brochures. Get yours now. Stop by your nearest dealer, or call or write KTM America,

Inc. 1906 Broadway, Lorain, Ohio 44052, (216) 246-1060. Protect your right to ride: Always wear protective riding gear, operate a properly muffled machine, and avoid sensitive wilderness areas. With the freedom afforded by off-road riding comes a responsibility to protect the environment. Keep off-road motorcycling a positive and safe recreational pursuit.

KTM America, Inc.
Lorain, Ohio
El Cajon, California



Built for Champions



FAST FOUR-STROKES

Advice from the experts on how to get the maximum from your four-stroke racer.

By Dan Anderson

Okay, okay; that's enough giggling from all you two stroke riders. You're probably rolling on the floor holding your sides because I used the word "fast" in the same sentence with "four stroke." You've had your giggle, so flip the page and leave us poor four stroke fanatics to our fantasies and dreams.

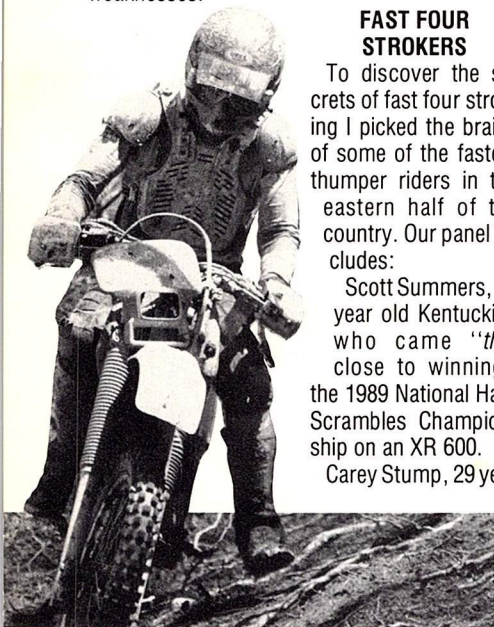
Now that they're gone and it's only us feeble four stroke riders left, let's get down to business. Four strokes can be fast. The secret is in setting up and riding them to maximize their inherent strengths and minimize their widely publicized weaknesses.

FAST FOUR STROKERS

To discover the secrets of fast four stroking I picked the brains of some of the fastest thumper riders in the eastern half of the country. Our panel includes:

Scott Summers, 23 year old Kentuckian who came "that close to winning" the 1989 National Hare Scrambles Championship on an XR 600.

Carey Stump, 29 year



Scott Summers has made himself a fearsome hare s crambles reputation on an XR600.



Bob Dana gets some encouragement at a NETRA enduro. Bob is a formidable opponent in the A200 class on a Honda XR200.

old, another Kentuckian competing on the National circuit. Stump took first place in both the National and Grand National Hare Scramble Series in the four stroke class riding an XR600 and a KTM 600.

Harvey Whitaker, another 23 year old Kentuckian, who earned 17th overall in the 1989 National Cross Country Series and took second in the Four Stroke A Class. Whitaker rode an XR250 until last year, when he moved up to an XR600.

Bob Bennett, a 27 year old New Jersey enduro rider who finished up the 1989 season in first place in both the ECEA Four Stroke A class as well as finishing 7th overall on the East Coast, including the AA class. He accomplished all this on an '89 XR250.

Bob Dana, a 39 year old enduro rider from

Rhode Island who continually amazes New England by winning the 200A class on a 1987 XR 200. KDX and 125 riders will be relieved to hear he's campaigning an XR250 in the '90 season.

HOW THEY DO WHAT THEY DO SO WELL

Mechanically, the riders are unanimous on two things. First, four stroke engines should be left stock, and second, four stroke suspensions need some careful attention.

It probably comes as a surprise that the panel prefers stock engines. They have definite reasons. Scott Summers has experimented with bigger pistons and cams, and reports that it made the engine more "pipey" and the power delivery more like a two stroke's (Heaven forbid!).

In the words of Bob Bennett, "People spend

HEAVYWEIGHT FLYWHEELS

HONDA	YAMAHA
1986-90 CR125	1985-90 YZ125
1984-90 CR250	1985-90 YZ250
1982-83 CR480	1989-90 YZWR
1984-90 CR500	1982-90 YZ490

KAWASAKI	SUZUKI
1986-90 KX80	1987-90 RM250
1985-90 KDX200	1989-90 RMX
1986-90 KX250	
1984-90 KX500	

ATK/CAN-AM
1987-88 406

Some models require
spacer set, \$15.95

ONLY
\$89.95

Weights are custom made to your flywheel, 3-day turn around guarantee. Fast service our specialty. Flywheel Pullers \$9.95.



■ CYLINDER PORTING FOR TORQUE

A Moose Racing Port job dramatically increases low & midrange power, smoothes roll-on response and improves tractability. Only \$185. 3-day turn around guaranteed.

■ OFF-ROAD SUSPENSION MODS

Let Moose Racing tune your forks and shock to soak up rock hits and tree roots, yet still stay firm enough for fast tracks. Call for our low pricing.

■ STEEL CLUTCH DRIVE PLATES

Our Steel Clutch Plates replace your stock plates to give better clutch action and more low end power. Only \$39.95 set.

1-800-MOOSE-IT

MOOSE RACING, 2595 N. Hwy. 67, Sedalia, Colorado 80135

ENDURO ENGINEERING

(517) 393-2421

Mon.-Fri. 12:00-8:00

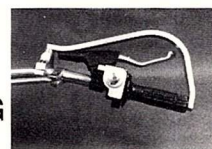
HANDGUARDS AVAILABLE IN 4 COLORS

SILVER — \$34.95

RED, BLUE, GREEN — \$39.95

Also plastic Mud & Brush Deflectors that will mount on any brand handguard . . . \$17.95
Endorsed by National AA riders Kevin Hines, Alan Randt, and Joey Hopkins.

• Dealer Inquiries Invited •



their money on engine parts, getting bore jobs, cams, and bigger carbs. They end up with an expensive engine that delivers its power like a two stroke. They should leave the engine alone and spend their money on the suspensions, where it can really make a difference."

So suspensions are where these guys spend their money. Of the five racers, four do their racing on White Brothers suspension components, and the fifth, Bob Dana, would switch if he could have found such parts to fit an XR200.

This doesn't mean that stock suspensions are hopeless. Carey Stump's XR600 uses stock front forks with heavier springs and extra holes drilled in the dampening rods to increase oil flow. He also runs a heavier spring on the rear shock to handle his aggressive riding style.

All the riders agree that stock suspensions can be greatly improved simply by careful set-up. This includes switching to heavier weight fork oil, experimenting with fork oil levels, and regular changing of both fork and rear shock oil. Heavier fork springs and shock springs are an intermediate step between stock suspension performance and the deluxe performance of aftermarket forks and shocks.

THUMPER RIDING THEORY

Four stroke riders must make allowances in their riding style for the personality of their machines. "Compared to a two stroke, a four stroke's acceleration isn't quick," admits Bob Bennett. "In a drag race a two stroke will tear me up. But in the woods, in the really gnarly, bony stuff, the four stroke has the best kind of power."

Bob Dana agrees. "It's a more tractable power. When I'm chasing, say a KDX200, it'll seem like he's really shooting away from me out of the corners. My power comes on more slowly, but I'm hooking up and making forward progress

while he's fighting all that wheel spin. By the next corner, I'm right on his tail and ready to pass."

Corners are a favorite place for these thumper fans to do their passing.

Carey Stump explains his braking/cornering

sometimes you don't even need to mess with applying any rear brake.

Harvey Whitaker agrees with Stump about the need to be a hard charger on a four stroke. "Especially on the 250, you've got to keep it wound out all the time and really work to keep your momentum up through the corners." He encourages four stroke riders to take advantage of their "engine brake" and stay on the gas a second or two longer than their two stroke competitors in corners. "You can go a lot deeper into a corner on a four stroke before you have to get on the brakes," he says. "If you've got the nerve you can gain a bike length on a two-stroke before you hit the brakes."

Downhills are another four stroke strong point. Stump says the advantage is that the four stroke's compression is constantly forcing the tire into the ground. He advocates an aggressive downhill strategy. "I just slide farther back on the seat, tap my rear brake to slide my tire to keep on the line I want, and then twist and lock it when I see my way clear."

Off camber hills and turns that are a white knuckle experience for two strokes are relatively easy for thumpers. Bob Bennett, who used to ride two strokes, explains: "On off-cambers, two strokes require a real delicate throttle hand or they'll spin out. With a four stroke you just stay in a higher gear, get it up into the mid range and let it pull its way across without a lot of wheelspin."

Another aspect of high speed thumping these riders share is a stretched out riding position. "If I'm not up on the pegs, which I try to do most of the time," says Stump, "I'm sitting way back on the seat. In fact, I replace my rear fender every two or three races 'cause they get so scratched up from me hanging over them." Dana agrees with this approach. "I usually have to ride on the back to keep the front light to jump puddles and get across ruts," says Dana. "With a two stroke you'd have your front wheel in the



Bennett: You should leave your engine alone and spend money on the suspension, where it can really make a difference."

philosophy. "When you let off the throttle on a two stroke, you've got two choices to slow down. You can hit a tree or hit your brakes. On a four stroke you can hit the brakes or tap it down a gear or two and let the engine drag you down. The bike will squat down and dig its tire in, and

GREAT MOTORCYCLE ADVENTURES

Call or Write for Brochure, Dates & Rates:

(800) 642-3933

or

(409) 866-7891

8241

Heartfield Ln.

Beaumont, TX

77706

USA



MEXICO

Trail Rides ▲ Road Tours



The only enduro computer that measures mileage and displays how late or early you are.



Automatic odometer calibration, distance to next possible check, keytime, and more.

Single 9V battery. 99 speed changes.

\$315.00

P.O. Box 2420

Hawthorne, Nevada 89415

CALL BOB, 702-945-2833



**HALLMAN**

BECOME PART OF OUR RACER'S COST-CUTTING PROGRAM—HERE ARE JUST A FEW OF OUR VALUES:

TIRES

IRC MB5 120/80X18	\$41.95	Dunlop K695 100/100X18	\$61.95
IRC MB5 130/80X18	\$47.95	Dunlop K695 110/100X18	\$65.95
IRC MB5 140/80X18	\$52.95	Dunlop K695 120/100X18	\$69.95

MS Racing Clothing

Stage 1 Pants	\$69.95	ISDE Pro Gore Tex Jacket	\$155.95
Lightning Pro Gore Tex Jacket	\$99.95	Gore Tex Pants	\$147.95

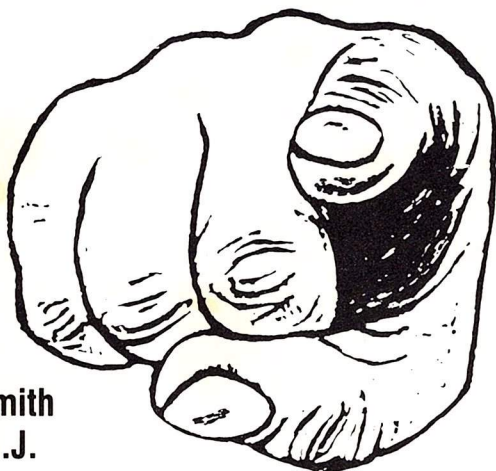
OPEN HOUSE

STOP BY ON THE WAY TO THE PINE BARONS ENDURO
ON MAY 5! SEE THE LATEST PRODUCTS FROM KTM,
TUCKER-ROCKY, MS RACING, HI-POINT; AND TALK TO
FACTORY REPS! GREAT DEALS, GOOD FUN!
FREE HOT DOGS • SPECIAL OPEN HOUSE PRICES



**Cam-2
Racing
Fuel
by the
gallon!**

**Largest
Malcolm Smith
dealer in N.J.**



PRICES SLASHED ON ATK AND KTM!

*You must mention this ad to
receive these special prices!*



AMEX

WE TAKE PHONE ORDERS
WE SHIP RIGHT AWAY
UPS SHIPPING EVERY DAY



**Can-Am
ATK
KTM Parts**

**SEE US
FIRST
BEFORE
YOU MAKE
A DEAL!**



GRIFFIN VEHICLE SERVICE

CALL
TOLL FREE!

(800)525-6771

IN NEW JERSEY:

FAX NUMBER:

**(609)726-1717****(609)726-1777**

Routes 532 & 563 Chatsworth, NJ 08019

Open 9—3 Sun., 9—7 Sat., 10—8 Fri.

9:30—7 Wed., Thurs., Mon.

CLOSED TUESDAYS



Dana: "The power comes on slowly, but I'm
hooking up while two-strokes fight wheelspin."

air all the time if you sat on the back, but on a
thumper you can use more of the seat."

THE TRUTH ABOUT THUMPERS AND MUD

"Everybody thinks that because a four stroke
is heavier, it's bad," says Summers. "But, if
you're going into a muddy, rutty corner on a two
stroke there's a tendency for the bike to skitter
across the ruts. The weight and engine drag of
a four stroke tend to squat it down and make it
bite so you can get in and out of the corner while
two strokes are still squirreling around trying to
find traction."

Summers admits that mud is not always a
thumper pilot's best friend. "The bikes are al-
ready heavy to start with. Add another 20 or 30
pounds of mud and by the end of the race it can
really whip you." He and all the other successful
four stroke riders apply silicone, WD-40, or Armor all
to the inside of fenders to help keep mud from
sticking and building up.

Strategy-wise, deep mud and water crossings
require a different approach. Two stroke riders like to
gas it just as they hit the sticky stuff to loft the
front end. Not so with thumpers. "You've got to
have it pinned before you ever get there," says
Bennett. "Get back on the seat to keep the front
up, pick the best line, and go like mad. But as
soon as forward momentum stops, quit. Once
you're stuck, you're dealing with a 260 pound
motorcycle, so don't bury it by trying to spin it
out like a two stroke."

GETTING THE THUNDER STARTED

Another four stroke bugaboo is starting prob-
lems. Veteran thumper pilots scoff at the bad
reputation. "As long as you know the drill, it's
one or two kicks," says Stump. "A lot of guys
don't know the routine, or don't have their com-
pression releases set up right. When you kick a
four stroke, you have to mean it. If you've got a
wimpy right leg, get a two stroke." How hard is
hard enough? Summers reports that he had bent

several kickstarter levers in his efforts to get one-kick starts at hare scrambles.

Restarting a flooded thumper after a crash in the woods takes a little more time. The drill is to hold the throttle and compression release wide open while kicking vigorously five to ten times to clear the engine. Then find top-dead-center, hold the throttle shut, and give it a Scott Summers-style kick.

THUMPER TIPS FROM TRIAL AND ERROR

Years of thumping have taught these racers some simple tricks to keep their bikes running with the two strokes. Some tips include:

DON'T BE AFRAID TO REV A FOUR STROKE.

"I don't think most riders push their four stroke hard enough," states Dana. "If you keep the oil changed and the valves adjusted it's unbelievable how hard you can rev them. Once you get them into their power, leave them there and keep shifting gears. People think that a four stroke's best point is its low end. It's true that they pull like a tractor off the bottom, but from mid range up to the top end is where they go fast."

EXPERIMENT WITH IDLE SPEEDS. Sometimes a hard starting thumper can be cured by simply increasing idle speed. Bennett reports that when he pulls into checks it sounds like his throttle is half open. "But I've never had trouble restarting after a crash," he reports.

ON SMALLER THUMPERS, CONSIDER RE-GEARING. "I switched my 250 to a 52 tooth rear sprocket (stock is 48) to get a little more use out of second and third gears," says Bennett. "I lost some top speed, but top speed isn't a big deal where I race."

Dana went the other direction and geared his XR200 for higher speeds, dropping two to three teeth off the rear sprocket. "I felt like I needed to get a little more speed out of the 200 in the lower gears," he explained.

RUN DOUBLE REAR BRAKE LEVER SPRINGS. Bennett doubles the brake pedal return spring on his XR. "In the woods I tend to ride the brake a lot because I'm on it so much squaring off

corners. An extra spring helps keep me from dragging it."

USE THE EXHAUST TO YOUR ADVANTAGE. Both Summers and Stump run their Supertrapps open during closed course events, (please, don't do this while trail riding or during an enduro) and use the obnoxious roar to psyche-out opponents. "I'll get up behind a two stroke in a corner, slip the clutch and let her roar!" chuckles Summers. "There's something about being passed by a four stroke that drives two stroke racers crazy. When they hear my bike snarling behind them they'll start riding over their head to stay ahead of me and all I have to do is wait for them to crash!"

And that brings up a favorite topic of these four stroke racers, beating two strokes. "People

can't believe that I win like I do on a four stroke," says Stump. "I just shrug and grin. I like Scott's answer to how we beat 'em."

And what is Scott Summers' analysis of how and why these fast four stroke racers are able to beat the two strokes? "I guess we just out ride 'em!" he laughs.

Take that, all you ring-ding lovers!

So the next time you're out on your thumper, take these veteran thumper pilots' advice and practice stuffing corners a little harder, attacking downhills, and generally wringing every bit of performance you can out of that cam and those valves. With practice maybe you can help these five riders educate two stroke racers that "fast" and "four stroke" definitely can be used in the same sentence.



HOW TO TRAVEL 1000 MILES ACROSS THE DESERT AND STILL STAY COOL.



The sharp teams racing in the Baja 1000 knew the secret to staying cool in the desert--and it didn't have anything to do with deodorant. It did, however, have a lot to do with oil. Bel-Ray H1R oil to be exact.

In fact, H1R is the official oil of Kawasaki Team Green. And they swept all three classes--including the overall win by the team of Larry Roeseler, Danny La Porte and Ted Hunnicutt. Out of the 13 Team Green entries, 12 crossed the finish line. (The 13th would have finished if H1R was also able to repel other vehicles. It's not.)

So take it from the winners, if you want to make it to the finish line, you've gotta steer clear of other vehicles and keep your cool with H1R.



The Lubrication Leader.



Summers: "Two strokes? I guess we just out-ride them!"

Making an "Old Man's" bike

TAMING THE BEAST!

Modifying a new RMX again, but this time concentrating on making the bike easy to ride

By Hank Stankiewicz

If you already own an RMX, you have probably read the articles in the October '89 and January 1990 issues of this magazine (Trail Rider) on building an RMX racer. I raced the bike in the October article for a full season, had no DNF's and, quite frankly, had no problems at all with a relatively stock bike. If you are thinking about purchasing and/or modifying an '89 or '90 RMX, get back issues of those articles from Clipper (\$2 each, plus 1.25 postage). They have everything you need to know about unplugging the RMX's pent up power cheaply and easily.

Faced with the need to put together a new season's ride as soon as possible (at the end of the '89 season), I chose to do all this on a leftover '89 model, rather than stepping up to the '90. The '90 does offer improved suspension valving and a better exhaust valve setup, but all the other modifications listed below will work fine.

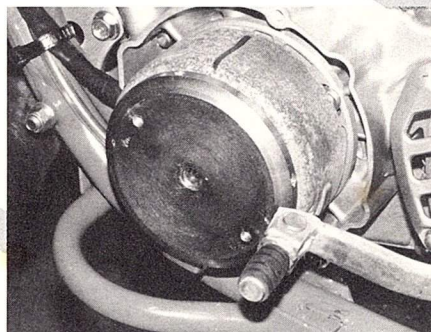
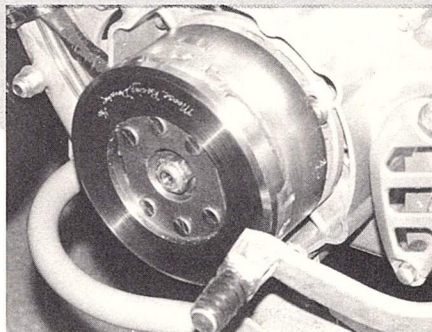
WHAT I WANTED

In campaigning the RMX over the 1989 season, I made some mental notes for areas to improve. The power came on too strong to fit my riding style (I'm an old man, like Clipper), the suspension needed to be modified to work better in the rocks, and the gearing was just a tad too tall for slow rock work.

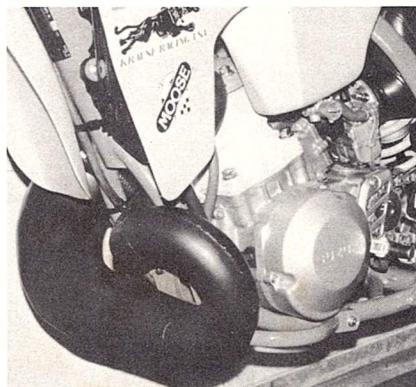
The first order of business was to try to smooth out the transition from



The DeVol stabilizer is hardly noticable, yet it stopped the dreaded arm-pump on the first ride.



The Moose flywheel (top) features a welded-on weight. The Stehly weight bolts on to the stock flywheel.



Krause Racing's midrange pipe helped take the edge off the midrange hit. It must weigh half as much as the stock pipe.



low to mid-range power. I spoke to Vic Krause at Krause Racing and he suggested his mid-range pipe for the RMX. He explained that they did extensive testing and came up with a good all-around design that did exactly what I wanted. The pipe came unpainted, weighs less than half the stock pipe and was fairly easy to install. I painted it (I hate rust), installed an Answer SA Pro on the end and was ready to go. As promised, the pipe smoothed out the power by giving the bike more low end (the midrange hit somewhat disappeared), and a more linear pull was noticed from bottom to top. It also retained a good top-end runout.

I also evaluated several other pipes (seat of the pants) and found the following: Stock (with the basic modifications): The bike pulls okay off the bottom and then has a definite "hit" in the midrange. This hit transmits into wheel spin and lost traction in slippery and rocky conditions. The adjustable power valve can be adjusted but that only aggravated the problem. Pro Circuit pipe: Provides a tremendous mid-range punch that has the front wheel climbing for the sky when the throttle is tweaked. With this pipe, the bike flat rips when it comes on the pipe. It is very impressive; but, in my opinion, is better suited for the more open spaces of hare scrambles or cross country racing. It would probably work extremely well for motocross.

Both of these pipes were extremely fun to ride in play riding situations, but I wouldn't want to race the bike so equipped. The Krause Kannon, on the other hand, fell right in between. For my purposes this was the pipe of choice.

Krause Racing also helped out in the gearing department. I mounted one of his drive kits (Sidewinder chain and sprockets), went to a 51 tooth sprocket on the rear (50 is stock) and lengthened the O-ring chain to give an extra half-inch longer wheel base. The longer wheelbase helped in the rough stuff; and as you well know, Sidewinder's drive systems are excellent. Remember topeen the master link over to keep from losing it. With O-ring chains, you rarely need to take them off, so peening the link over is good insurance against loosing the master link clip and then the chain.

The next step was to improve the efficiency of the engine by blueprinting, or bringing it up to factory specs. I contacted Jim Kapitan of Pro Pilot Racing who agreed to work his magic on the cylinder. He

installed Boyesen Reeds which were more efficient than the stock flappers and mentioned that this would be a good step even if the blueprinting was not done. I have found Boyesen products to be of excellent quality and a good, inexpensive way to improve performance.

Jim then cleaned up the ports and mating surfaces, altered some shapes, but did not change the port timing at all. The cylinder looked trick when he finished, and the results were improved power everywhere from low to top end. The jetting also seemed crisper and the power more constant. I'd also suspect that the fuel efficiency improved, but I couldn't swear to that. If you have the need for speed, Jim can dial you in for that also, as he works with many of the motocrossers across the country.

BACKING OFF THE THROTTLE

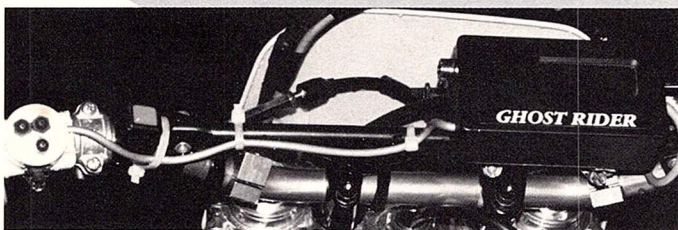
So, now I was beginning to approach a full-blown race motor like Clipper's Halcombized one again. The engine had gobs of hard hitting power, smoother than Clipper's, but strong none the less. It needed more smoothness.

I spoke to Peter Dennison at Moose Racing and Charles Steahly at Steahly products about adding weight to the flywheel. The two companies go about adding weight in somewhat different ways, however both work extremely well. The Moose solution is to weld on an 8-ounce machined weight to your flywheel. The work is extremely sanitary (the welds are a work of art).

According to Pete, the flywheel is susceptible to extreme vibration and centrifugal forces, and they have found welding to be the most reliable way to add weight to a flywheel. You must remove your flywheel and send it to them for the work to be done, but they have a next-day turn around policy so you won't miss any races if you plan accordingly.

Steahly Products, on the other hand, machines a steel weight (much like the Moose), but their product threads onto the crankshaft, replacing the original lock nut. The weight actually holds the flywheel onto the crankshaft and is further secured by four Allen bolts that screw into the flywheel from the circumference. It was extremely easy to install; quality control was excellent, and you have the advantage of removing for differing conditions.

Steahly recommends their 11-ounce weight for most riders and their 14-ounce weight for novices. The 8-ounce (Moose) and the 11-ounce (Steahly) weights seemed to offer the best results for normal riding. The 14-ounce



I won't go near a checkpoint without my Ghost Rider. It takes all the guesswork out of enduros.

Steahly weight worked well for muddy, slippery, hilly conditions as it slowed the power delivery considerably. Both products worked equally well throughout the testing (I put over 100 miles on both) and are worthy additions that are relatively cheap and easy to install.

Carburetion was the next area to be worked on. I spoke to DG, and they recommended the Keihin PJ 38mm oval slide carburetor. The advantages, they claimed, were improved low end response, crisper jetting and improved fuel economy. The carburetor came pre-jetted and was about 1/2 inch longer, spigot to spigot, than the stock carburetor. This presented a little problem on installation. The air box boot was very difficult to get fitted and clamped to the rear of the carburetor and required four hands to get it bolted up. The results, however, were worth it. DG's predictions came true in that the carburetor is much more efficient in metering fuel at low speeds. It really does increase the low-end power noticeably; but is it absolutely necessary that you replace the stock carburetor? No, but we

said we would spare no resources, right?

SPARE THE SUSPENSION

Next came putting all this new-found smooth power to the ground. Bill Rychlik of White Brothers worked his magic on the forks and the shock. In speaking with him, I indicated the type of terrain we Easterners are used to riding and my level of ability. There are basically two settings that they use (terrain-wise); one for rocks and one for sand. Trying for a third, which bridged both, did not seem to work well in either situation. I opted for the rock setting with progressive suspension springs and 5mm of preload.

In a few short words, the suspension is absolutely magic. In testing with two other bikes, one

stock, the other with shortened stock springs (5mm preload), the White Brothers system is clearly superior for my riding style. The action is smooth and controllable, soaks up small and large bumps well and, basically, keeps the wheels in contact with the ground at all times. The rock recipe also worked okay in the South Jersey whoops—not as well as it did in the rocks, but the adjustments (compression and rebound) allowed it to be dialed for both situations. I highly recommend this modification to any serious racer.

To complement the suspension work, I also installed a Devo Directional Guidance system. If you have seen their advertisements, they claim no headshake, no arm pump, no bull*. The unit looks a little strange before being installed, and I had some doubts as to how it would fit and work. Installation does require you to weld a boss onto the front down tube; and,



White Bros did the suspension and made it magic. This RMX is a lot easier to ride, and much more fun!

WOODS WARFARE

ARM YOURSELF TO THE MAX AND BE PREPARED FOR BATTLE . . .

CHECK OUR COMPLETE LINE OF PERFORMANCE ARTILLERY

- ✓ **SHOCK SERVICE** - USING THE HIGHEST QUALITY NON-FADE OIL. AVAILABLE.....\$56
- ✓ **CUSTOM REVALVING** - NO GUESSWORK. SHOCK MODS ARE PRETESTED ON OUR DYNO.....\$130
- ✓ **FORK MODS** - HELPS ELIMINATE FRONT END HARSHNESS.....\$99
- ✓ **FACTORY PORTING** - SEND US YOUR CYLINDER, HEAD AND PISTON. WE'LL SEND YOU BACK SOME MORE HORSEPOWER!.....\$145
- ✓ **COMPLETE LINE OF ACCESSORIES AND APPAREL** - CALL TODAY FOR PRICES!
- ✓ **NEXT DAY SHIPPING AVAILABLE**

DEALER INQUIRIES INVITED

SCOTT'S

818-248-BIKE

2625 HONOLULU AVE., MONTROSE, CA 91020



once completed, the installation goes rather quickly.

I also had some doubts as to how it would work in the tight woods (since it is a hydraulic device) and called Ted Devol to get some inside poop on it. The unit uses Mikuni carb jets for valving, and varying oil viscosity and level also affects its action. Anyway, I installed it on Saturday and went to a two-hour hare scrambles on Sunday without ever trying it out first. Does it work? I'm not sure since I couldn't feel it working. The steering felt the same; it wasn't any harder to turn. The bike didn't shake its head (my last year's one did at warp speeds). Amazingly enough, at the end of the race my arms were not pumped at all, and I was able to charge for the whole two hours. You make your mind up on this one; I'm definitely racing with it!

To round out all the performance modifications, I also installed a GHOST Rider III enduro computer. The new GHOST is the only device you'll need to make timekeeping in enduros a snap. It takes the place of the odometer, clock and computer and combines it into one unit. I've been using it for several years now; and, in my opinion, it far surpasses all the other units on the market.

It combines the pacer and odometer to calculate exactly where you are (in seconds late or early) for the entire enduro. Just glance down during the run, and you see exactly how late or early you are—no need to make any calculation or match numbers. The unit also calibrates to the odometer used to lay out the run, acts as a key time clock for zeroing emergency checks, keeps track of mileage traveled, warns of resets, and will let you know where the next possible check is. The sensor mounting system has been improved and has an extra ground wire installed to help quiet electrical interference.

VENDORS MENTIONED

Moose Racing
Dept. DB9 2595 N.
Hwy 67
Sedalia, Colorado
80135
1-800-MOOSE IT

DG Performance
1230 LaLoma Circle
Anaheim, CA 92806
1-800-854-9134

Krause Racing
3705 Stern Avenue
St. Charles, Illinois
60174
708-513-1000

Pro Pilot Racing
25 Squire Terrace
Colts Neck, N.J. 07722
201-946-8365

Montgomeryville
Cycle Center
380 Rt 309
Montgomeryville, PA
215-699-7511

Steahly Products
9950 SE Bull Run Road
Corbett, Oregon 97019
503-695-2417

Boyesen Engineering
RD 1 Box 862
Lenhartsville, PA
19534
1-800-441-1177

White Brothers
14241 Commerce
Drive
Garden Grove, CA
92643
714-554-9442

Ghost Rider
Box 2420
Hawthorne, NV 89415
702-945-2833

Devol Racing
202 37th Ave. NE # E
Auburn, WA 98001
206-735-2463

So, what did I end up with after all this? Was it worth the effort? Would I do it again? The answers are: a great enduro bike; absolutely and most definitely. The modified project bike falls somewhere in the middle between the basic modified RMX, in the power department, and the Halcombized full blown racer. With the 8 ounce flywheel weight installed, the bike rockets from turn to turn but comes on smoothly and predictably. The suspension strokes so smoothly that small roots, rocks and logs are not even felt at the bars or seat. It handles "G"-outs and successive bumps terrifically. The suspension firms up progressively as speeds increase, and neither end

packs down in the most severe conditions. The bike now works as a balanced unit and is dialed in for my riding style. It is much more confidence-inspiring than my last year's mount, and I can't wait for the season to start.

Do you need to do all of the modifications listed above? Not at all. Remember, I mentioned at the beginning of this article that the RMX was a terrific bike with just the basic modifications completed. However, if you want to personalize it to your riding style, I hope this article gives you some insight to some of the products on the market.

I would be terribly remiss if I didn't thank Bob Jones, the owner of Montgomeryville Cycle Center for continuing his support for us enduro freaks. He was most gracious in supplying me with a new RMX again for the 1990 racing season. For those of you who are not familiar with Montgomeryville, you ought to stop by. They carry a full line of accessories, stock everything you need for a season of MX, hare scrambles or enduros; and carry Honda, Husqvarna, Kawasaki and Suzuki motorcycles. His sales, parts and service crew are also aces. If you have any questions or need help with setting up your bike, call him or see me at the races any weekend.



**ALL NEW 1990 KX FOR
MX OR OFF-ROAD!
KDX200s IN STOCK NOW!**

PERFORMANCE CYCLES **Kawasaki**

★ LARGE PARTS & ACCESSORY DEPT.
★ NETRA PARTS DISCOUNTS

Financing Available

Route 9
Shrewsbury, MA
(1/2 mi. west of jct. 9 & 20)

(508)842-1068

KEYMASTER ENDURO COMPUTER

User-selectable displays allow the rider to select ANY THREE of the following to be displayed concurrently:

* CLOCK
* COMPUTED MILEAGE
* ODOMETER
KEYTIME
SPEEDOMETER
PEAK SPEED

* denotes standard settings

**DIFFERENTIAL BETWEEN COMPUTED & ACTUAL MILEAGE
STOPWATCH TO HUNDREDTHS FOR LAP TIMES
ACTUAL DISTANCE TRAVELED (total mileage less resets)**

20 Character alpha-numeric display, combined with 4 button input, allows for easy programming. **KEYMASTER** features adjustable keytime for BRAND-X rules which automatically recalculates computed mileage to match new keytime. Adjustable measurement in miles or kilometers. Size 1 1/2" X 8 1/4" with a depth of 2". Uses AAA batteries. Comes complete with all necessary mounting hardware. One year warranty.

WHITESTONE TECHNOLOGIES

299.95

Box 181, Franklin Lakes, NJ 07417

To Order Call **1-800-526-9607**

FACTS.

PSI PRODUCES THE \$100,000 PERFORMANCE KIT YOU CAN AFFORD

While our competition likes to exercise the "seat of the pants" method of testing, at PSI we develop maximum horsepower ratings with the use of our computer aided Superflow Dyno. The combination of our in-house Dyno and hours of track and race testing helps us compare facts and figures to give you the most effective performance over any of our competition! When the Japanese talk, the Superflow listens.



TELL US HOW YOU WANT IT

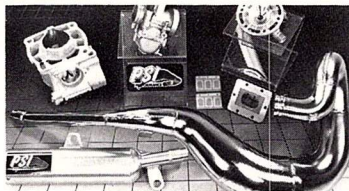
Different tracks and different riding styles require performance to match. We offer individual performance mods to fit your riding style. Our PSI data sheet lets you tell us how and where you want your horsepower. It's all a part of our dedi-

cation to giving you, the racer, the best reliable performance to fit your preference and style.

PERFORMANCE ON DEMAND

Where most hop-up kits today offer reasonable increases in horsepower at some point in the powerband, PSI performance systems are designed and tested to produce usable horsepower throughout the powerband.

From bottom to top, increased response where and when you need it the most. We call it "performance on demand".



IT'S RESEARCH AND DEVELOPMENT THAT PRODUCE MORE DEFENSE FOR YOUR DOLLAR

Pride, dedication and excellent customer service are all a part of PSI's goal to offer you the most advanced and affordable performance for your money! PSI. The most powerful leader in any class. And that's a fact.

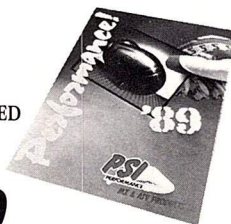


**VISA/MASTERCARD ACCEPTED
SAME DAY UPS. DEALERS WELCOME**

SEND \$2.00 FOR OUR EXCITING CATALOG PACKED WITH INFORMATION ABOUT OUR PIPES, KITS, & ACCESSORIES.

(414) 787-2430

PSI, INC. • RT 2, BOX 309 • WILD ROSE, WI 54984 • (414) 787-2430 • FAX (414) 787-3764



NETRA Round One

SNOW RUN!

And this year, it lives up to its name!



Photos by Andy Morneault and Bud Macomber

Stafford, CT

What would a Snow Run be like without snow? They found out last year, when the only tricky parts of the course were frozen ground and icy water holes. This year, the forecast was ominous before the event, and weathermen across the east coast advised us to pack in a store of food and firewood, and plan for a long weekend of hibernation.

As usual, they were wrong, but not completely. It did get cold, and the snow did fall, but not nearly as much as they expected. About four inches of the white stuff blanketed the course, which was excellent. Without it, we would have seen a brown Snow Run again! The driving was bad enough to keep attendance down somewhat, and us chickens down south back out when ice storms slickened the roads between Jersey and Hartford, making driving nearly impossible in the NYC-area corridor. Still, *TrailRider* photographers Andy Morneault and Bud Macomber braved the elements (probably in hope of catching someone going through the



Above Left: This is a Snow Run rider's worst nightmare. As long as you keep dry, you can at least pretend to have fun!
Above: "Let's see... can I keep dry and clean just until I get back into the woods?"

HEAVY METAL

Krause Triple-Power Pipes

CHOOSE THE EXACT POWER YOU NEED FROM A SELECTION OF THREE DIFFERENT KRAUSE KANNON PIPES ENGINEERED EXCLUSIVELY FOR YOUR MAKE & MODEL MX, ENDURO, QUAD OR ATV

HONDA • YAMAHA • Kawasaki • SUZUKI • KTM • HUSKY

Three Power Levels

LOW-MID-TOP

LOW-END PIPE

TOP-END PIPE

Kick Axe Colors

SPACE-AGE COATING
Pink, Green, Orange
White, Blue, Red
Natural & Black

PRICED
FROM
ONLY

\$99⁹⁵

MID-RANGE PIPE

We Have
Pipes for
Vintage Bikes
No One Else
Can Offer!

**RESEARCHED, ENGINEERED, DEVELOPED & MANUFACTURED
IN THE U.S.A. EXCLUSIVELY BY**

KRAUSE RACING, INC.

3705 Stern Avenue
St. Charles, Illinois 60174
1-708-513-1000

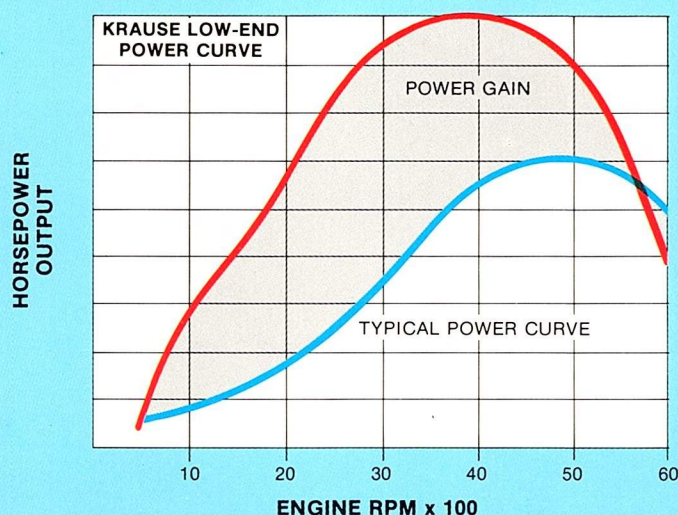
TECHNICAL ADVISORY BULLETIN — ALL RIGHTS RESERVED

In West Germany: P.S.A. / In Sweden: BILL LINDFORS / In Belgium: SUZUKI BELGIUM / In Australia: MOTORCYCLE WORLD / In Spain: ESPA MOTO S.A. / In Holland: FOMUTO KAWASAKI



KRAUSE KANNON THREE LEVELS OF POWER

Since 1968 Krause has hand-made tens of thousands of racing pipes for customers all over the world. We are the only supplier capable of offering our customers a specific choice of powerband for any application. The technical graphs below are provided to help you choose the level of power that fits your riding style.

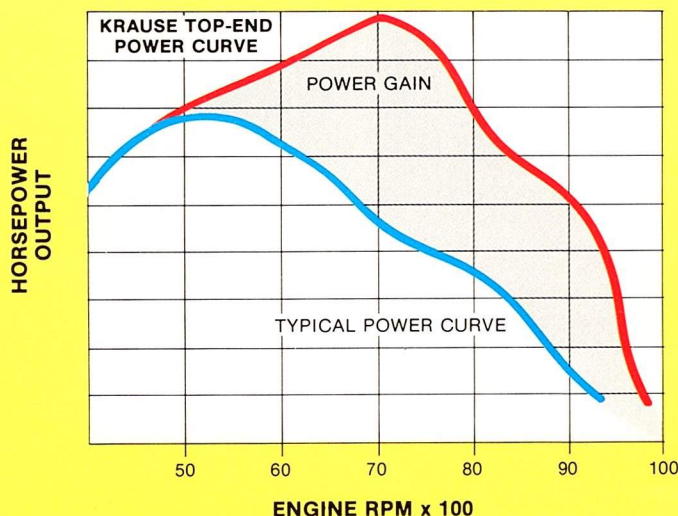
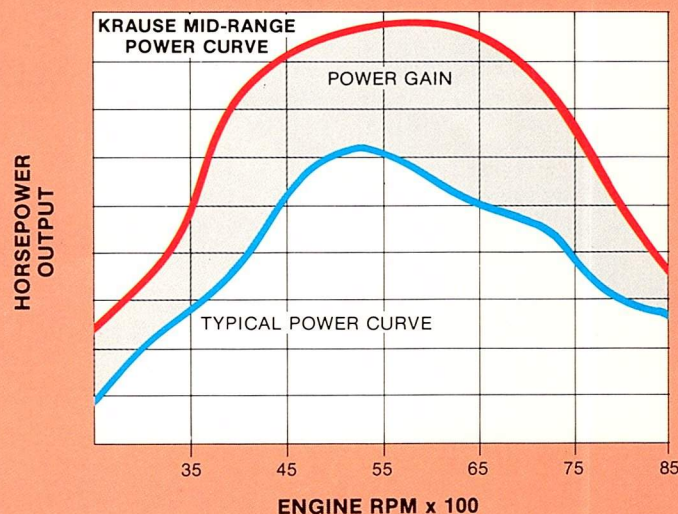


LOW-END PIPE

Comparison of an average pipe with our low-end version demonstrates a power shift heavily favoring the bottom end of the curve. The grey area identifies a substantial low-end gain provided by our pipe. Typical increases range 15% to 25% under 6000 RPM. This creates a "John Deere" type of power delivery. Monster torque is produced in a deep surge of low-end beyond compare. This version is particularly well suited for sand drags, hill climbing, bog runs, sled pulls and similar applications where top-end power is not a consideration.

MID-RANGE PIPE

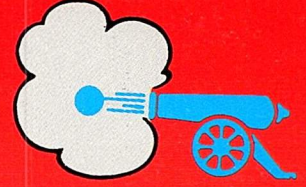
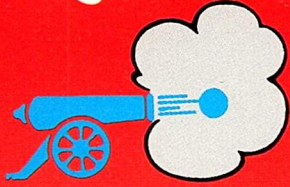
The graph on the right says it all. A big chunk of power is generously packed into the mid-range between 3500 rpm to 6500 rpm. Expect overall power gains of 15% or more. The immediate acceleration and response will take your breath away. Besides this stunning rush of power in the middle band, the bottom comes on 1500 rpm sooner and revs out 1000 rpm higher on top. This design makes your engine think its turbo-charged. Not a peaky west coast pipe, but a solid fist-full of power any time you want it. Our best selling model and a real winner.



TOP-END PIPE

The top-end pipe, as the graph shows, produces awesome peak horsepower. This version is geared for balls-out, full-tilt, national level motocross or wide-open desert racing. This baby is only for the serious holeshot artist that needs explosive, almost uncontrollable top end power delivery. You will feel like you have been shot out of a kannon. Keep the throttle pegged and this pipe will rip the pro-circuit apart.

Questions Most Often Asked About Krause Kannon Pipes



1. Does the Krause Pipe fit right up to my bike without any special modifications?

All of our pipes are built in precision fixtures for each specific model bike. They are made to perfectly match the brackets and mounting points of your machine. No cutting, welding or drilling is necessary to mount a Krause Pipe. The Kannon Pipe is a true bolt-on product that is installed without hassle.

2. Do I have to do any carb jetting after I install a Kannon Pipe?

This question is a common one from customers who have previously bought pipes from various California pipe-makers. The stories about jetting nightmares with peaky west coast pipes are legendary and enough to make anyone nervous. Rest assured, if you have selected a midrange or low-end version Krause Kannon Pipe, you **DO NOT** have to tamper with jetting at all. This, of course, assumes that your bike was correctly jetted for your locality in the first place. The top-end pipe is a little more high strung and may require some fine tuning on the carb to extract maximum power.

3. What version of the Kannon Pipe would be the best choice of power for my type of riding?

Krause has been building custom off-road pipes for over 20 years, and is the only manufacturer in the world to provide a complete choice of power selection. The graphs on the opposite page clearly depict the exact types of power available from each of our Kannon versions. Refer to these graphic aids to pick your powerband.

4. Will my present silencer fit with my new Kannon Pipe?

Any stock aftermarket silencer that now fits your stock pipe will adapt directly to the Krause Kannon Pipe. However, we do offer an oval alloy repackable silencer that we custom designed on the flow bench to perfectly match the power output characteristics of our pipes. Your bottom-end power is noticeably improved when you use the matched set of Kannon Pipe & Silencer. If your budget is tight, you can certainly run the Krause Pipe and standard silencer. You can always add a matching Kannon Silencer at a later date when your budget allows.

5. My stock pipe sticks out a lot and interferes with my leg; plus it hangs down in front and gets dented quite a bit. Does the Krause Pipe help reduce these problems?

Our engineers take maximum advantage of any available space to tuck our pipes in tighter to minimize these exact kinds of interference. Many of our designs have a head pipe that is 1 to 2 inches higher providing greater ground clearance. This avoids ground and rock contact and the usual damage that occurs to other brands of pipes.

6. A "Brand X" pipe that I bought only a few months ago is already starting to crack in a couple of spots. How do I know the Krause Pipe is any better and won't crack the same way?

All the Krause Kannon Pipes are constructed out of full-thickness 18 gauge steel, not the flimsier, cheaper sheet metals some of the other makers use. The most important manufacturing technique that only Krause uses is to heat-treat and stress relieve every Kannon Pipe after fabrication. No one else does this. Yet, this is the best way to assure that the engine vibrations don't crack the pipe apart. It is a costly process, but it comes free of charge as part of the quality you receive when you purchase a Krause Kannon product.

7. I have recently seen some pipes with a silver-type plating that looks like chrome. Does Krause offer this type of finish?

What you have seen is a nickel plating process. Krause can provide this

plating, but after some thorough research, we have determined a few serious drawbacks. The nickel adds a substantial amount of weight yet provides no structural strength. To offset the extra weight of the nickel plating, some pipe makers are using thinner gauge metal. Then the durability and strength of the pipe is severely reduced. Another undesirable side-effect is a discoloration that takes place over time with the nickel as it is repeatedly heated and cooled from use. Brown tinted spots and blotches appear that detract from the appearance. Our overall opinion is that the nickel plating is not a good deal.

8. I was thinking of restoring my old vintage race bike, but it needs a pipe. I have been quoted outrageous prices between \$200.00 and \$300.00 for just a stock one and nobody even has it. Does Krause build pipes for early model vintage bikes at affordable prices?

Because Krause has been fabricating pipes since 1968, we still offer many vintage model pipes. The best news of all is our pricing policy. Even though certain pipes are scarce, we price them the same as any other pipe in our line. In many instances our prices are a hundred or more dollars less than a stocker with all the Kannon Pipe benefits.

9. Since I race "A" Class Motocross & Semi-Pro, would I be happy with a pro-circuit pipe like the ones used by the factory guys or not?

Aspiring Pro racers may not yet possess the skill and experience levels of a Ricky Johnson, but may harbor the potential to achieve this level of performance. For this elite calibre of developing pro, Krause builds the ultimate pipe for awesome, explosive, top end horsepower. This pipe is peaky, demanding and a real handful to control, but it will allow a talented rider to rip the pro-circuit apart. If you are knocking on the door of success in the pro ranks, this pipe will let you kick the door down! If this choice seems a little too aggressive, remember that we also offer a mid-range and low-end pipe.

10. My pipe has some dents and cracks in it and I was thinking about just having it patched up and repaired rather than buying a new pipe. Couldn't I save some money this way?

It would be wonderful if you could send your pipe out and \$35.00 later it would be fixed up as good as new. The truth is that once a pipe is dented and cracked it is a lost cause to try to repair it. The metal throughout the pipe is stressed and fatigued and the damage is, permanent & irreversible. You can pull out a dent or weld a crack, but in a few weeks cracks appear in other places in what becomes an endless hassle. Krause Racing discontinued pipe repair work long ago because of these reasons and we feel the customer is wasting good money on futile attempts to fix a pipe that simply should be replaced. The \$35.00 repair job usually lasts only a couple of rides.

11. My pipe leaks at the cylinder joint. Gas escapes and black tar-like residue is always dripping down. How can I eliminate this?

This is a very common problem. Although it is seldom detrimental to performance, it is unsightly, messy and aggravating. We offer a new product called "Chamber Seal" which is a space-age hi-temperature sealing compound that stops the problem completely. It is very reasonably priced and Krause offers a 20% discount on a packet of "Chamber Seal" when you buy your pipe.

12. What are the prices on the Krause Kannon Pipes?

Factory direct prices are available at substantial discounts below retail during many promotions throughout the year. Please call and speak to a sales technician and specify your year, make and model bike and the version of pipe you prefer. You will be quoted a price that will ordinarily run well below what you would pay for a flimsy stock pipe.



MAN HAS ALWAYS SEARCHED FOR . . . A BETTER WEAPON

"RAM-effect" PORTING — THE NEW DIMENSION

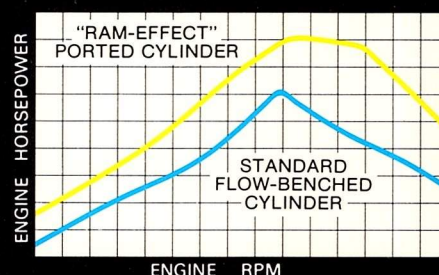
IN THE BEGINNING

Krause Racing introduced the first major breakthrough in 2-stroke performance work in 1980 — "Flow-Bench Porting". We are proud our technique became the most imitated standard of the industry. However, just as man advances in other phases of technology, Krause Racing has researched, developed and introduces a new dimension of performance — "RAM-effect"™ porting. This entirely unique method hurtles past conventional flow-bench porting and delivers power undreamed of by the average tuner. Standard flow-bench porting simply balances the flow rates of the ports and allows the technician to obtain maximum flow. This now becomes the first step in achieving the ram-effect.

THE "RAM-effect"

A crucial factor which has been overlooked for years is the exact *angle* and *direction* of the flow of gases within the cylinder. Without perfect angular alignment of the gas flow, many power losses occur. Incomplete combustion, overheating and fuel charge loss into the exhaust system are just a few!! Even the factories can't control this crucial aspect and the flow-bench is limited to measurement and balancing. "RAM (redirected angular modification)-effect"™ porting supercedes the limitations of the flow-bench and propels the gas mixture in the exact direction for maximum power production. Krause Racing is the first to release this technology, which is certain to become the new edge of performance in the 1990's.

THE BEST WEAPON



A "RAM-effect"™ ported cylinder is more efficient and produces more power across the range than any standard cylinder. The boost in useable power is absolutely amazing" and totally rideable.

TOTAL SYSTEM DESIGN — THE SECRET OF POWER

MAXIMUM POWER SECRETS

The real secret of maximum power lies in the ability to properly match together all the best components. This philosophy is true whether you design a powerful computer, a superb stereo or a racing engine. The flow chart depicts the 3 main sub-systems of any 2-stroke motor. (Input - Fuel Processing - Output). The RAM-effect"™ ported cylinder is the central sub-system. Overall performance will depend on the careful choice of components in the input and output sub-systems. No matter what bike you ride, our technicians can guide you in selecting the best *components* to achieve maximum power. In the brutal world of motocross, you need every extra edge you can get. In the 1990's your extra edge is waiting at Krause Racing!

ENGINE SYSTEM FLOW CHART



INPUT

Component choices here may include carburetion options, airbox and filter modifications, fuel additives, Boyesen reeds, variable-flow devices, ignition changes, lubricant and ratio selection and more.

FUEL PROCESSING

The new technology of "RAM-effect" porting provides maximum performance in the fuel processing sub-system. This method alone provides tremendous power gains and costs very little more than standard porting.

OUTPUT

The output sub-system relies on a Krause Kannon pipe as the prime component for maximum overall power. Specific suggestions for the new variable output devices from Honda and Yamaha are also available.

KRAUSE RACING

3705 STERN AVENUE • ST. CHARLES, ILLINOIS 60174 • (708) 513-1000
CALL ONE OF OUR POWER TECHNICIANS NOW



ice!) and came back with a raft of decent pictures.

Bert Guerrette also had a fine day, playing in his back yard, as it were. He brought out a '90 KTM 125 E/XC and proceeded to roost. He tied scores with Russ Stearns, who was riding a new KTM 250 rather than his old ATK, but beat him on seconds—431 to 483. Jim Mitchell and Kemp Stewart also tied at 14, but they finished in that order after the seconds were counted. Pat Royer, Guy Hill and Ron Stavens all carded 18-point finishes, and Max Parkes was seventh with 19 points down. Gene Sweetser was next with a 20, beating out Bob Ellis on seconds, and Keith Goodell topped the A Senior class and rounded out the top ten with a 21 point score.

The light snow covering frozen ground, and in some places soft ground, made for conditions that were "just perfect" to most of the riders. It was just enough snow to allow you to use Trelleborg Friction Spikes without wrecking them, and even the guys using automotive studs didn't complain about excess dog-paddling. The worst problems reported were from carb icing and excessive fuel consumption because of the freezing temperatures. "I kept freezing my carb up, and it made the engine run so rich I couldn't get 24 miles out of a tank!" complained Pete Ruggiero afterwards. Pete ran out before the gas stop, and came in on foot.

Cold temperatures, a little snow, lots of water and mud and ice; but an easy course and a good ride, for the dead of winter. It was everything the Snow Run is expected to be, and the Connecticut Ramblers will put it on again next year, no doubt about it!



Above: Don't the woods look inviting? At least it was a Snow Run with snow!

Below: Bert Guerrette turned up on a 125 KTM, and kept it buzzing like this all day.



Above: Dave Dube is the first NETRA enduro rider to turn up on the new DR350 Suzuki. It certainly looks fun to ride.

1990 Snow Run Championship Results Bantam

1. Bert Guerrette KTM 13
2. Bill Ainsworth KTM 22
3. Tim Jonelis Kaw 23
4. Kevin Howley C-A 25
5. J. Constantino Yam 27
6. Peter St. Pierre Yam 32
7. Ed Bishop Yam 35
8. Dave Dussault KTM 36
9. Dennis Byrnes Kaw 37
10. Eric White Suz 50

Lightweight

1. Russ Stearns KTM 13
2. Kemp Stewart Hus 14
3. Ron Stavens Kaw 18
4. Max Parkes KTM 19
5. Steve Antoniou KTM 23
6. Paul Milliken KTM 25
7. Bob White Suz 27
8. Gary Circosta Jr. Hus 27
9. Curt Howard Hus 28
10. Glen Bauer KTM 35

Heavy

1. Pat Royer KTM 18

2. Guy Hill Hus 18
3. Gene Sweetser C-A 20
4. Marcel Mathieu Hus 22
5. Rob Worster KTM 25
6. Steve Ribbe KTM 26
7. Tom Marchand Hus 34
8. Bob Young KTM 40
9. Bill Wentworth Hus 42
10. Kevin Drew KTM ck. 10

Senior

1. Keith Goodell Hus 21
2. Bill Johnson Hon 22
3. Gordon Razee KTM 26
4. Bob Lau Kaw 30
5. Don Burnett Yam 30
6. John Campetti Yam 30
7. Gary Circosta Hus 39
8. Roger Schultz ATK 40
9. Charlie McLevy KTM 40
10. Brian Szoc Hon 43

Veterans

1. Mark Jenks 23
2. Bruce Cuddy Hon 23
3. Steve Gilmore Hon 28
4. Dave Ellingwood KTM 30
5. Tom Vella Hon 34

6. Al Walker KTM 34
7. Gerry Howley 37
8. Rich Billingslea C-A 38
9. Dennis Laliberte Hus 39
10. Robert Landry Hon 45

Four Stroke

1. Jim Mitchell Hon 14
2. Bob Ellis Hus 20
3. Bob Dana Hon 21
4. Pat Wolfe Hus 27
5. James Burns Hon 34
6. Jeff Walker Hon 39
7. Dave Dube Suz 50
8. Jerry Shinnors Hus 59

C Class

1. Scott Evans KTM 28
2. Gerry Howley 37
3. Roger Schultz ATK 40
4. Paul Lackovic KTM 45
5. William Martin KTM 53
6. Mike Morse KTM 67
7. Mike Harrison Yam 73
8. Jerome Ryam Hon ck. 10
9. Al Ewald Hon ck. 10
10. Bob O'Donnell KTM ck. 6

Things you don't want to think about

INSURANCE, LIABILITY, AND OTHER UNPLEASANT TOPICS

How to protect yourself from accidents and theft.

By Dan Anderson

What if...

...Tomorrow morning you go to your garage and discover your dirt bike stolen. Would your homeowner's/renter's insurance cover your loss?

...On the way to the next race, some moron plows into you at an intersection and totals your hauler, your bike, and all your race gear and tools. Would your vehicle insurance cover the damages to your bike and gear if the moron was uninsured?

...While you're practicing at a popular riding area, some zit-faced kid wearing cut-offs and tennis shoes stalls his junkpile minibike in a blind corner and you T-bone him. The next day his mother's lawyer calls and politely asks the name of your lawyer. Do you start experiencing severe anxiety cramps in the vicinity of your wallet?

Insurance is never a popular topic, but in today's world of very expensive dirt bikes and litigious-minded neighbors, it's something that should be given serious thought. Many riders mistakenly assume that their dirt bike is covered, somewhere under all the other household and vehicle policies that they pay for through the nose. The sad truth is that off-road bikes fall through some very big loopholes in household and vehicular insurance policies.

For example, in our first scenario, the stolen bike would not be covered under homeowner or renter insurance because of a loophole in such policies that excludes from coverage any motorized, self propelled vehicle not used for "maintenance of property." In other words, your Lawn Boy is covered but your KTM isn't, unless you can prove that you use the bike to pull a lawn mower. The same goes for fire and wind damage. Dirt bikes are not covered under most policies.

How 'bout the situation where your hauler and bike were trashed by an uninsured motorist? Sorry Charlie. That same nasty "self-propelled,



Bad guys love dirt bikes 'cause they're light, hard to trace, and easily resold. Don't make their job easy by leaving your bike unprotected.

motorized vehicle" clause is also included in most vehicle policies, excluding dirt bikes from coverage while they are being hauled in the bed of a pick-up truck or on a trailer. That also means bikes aren't covered if they are stolen from a truck or trailer while they are parked at a motel the night before a race. And if you think the motel's insurance will cover your losses, I've got some ocean front property here in Iowa that I'd like to sell you. Liability is a third area where dirt riders are usually left with their fanny unprotected. Most serious riders accept the risk

of bodily injury while riding dirt bikes, and assume that other riders have the same attitude. Wrong! At a sanctioned race, where everyone has signed a liability disclaimer, that may be true. But, at the local play riding area on a Saturday afternoon you may be held liable for every nick and scratch you inflict on another rider's body.

The solution to all these nasty financial nightmares is to spend a few bucks for a separate insurance policy specifically written for your dirt bike. Depending on variables like the amount of coverage, where you live, your age and the size of your bike, off-road vehicle insurance policies can be purchased for between \$40.00 and \$150.00 dollars per year.

Finding coverage for an off-road vehicle can sometimes be a challenge. The best place to start is with the agent that provides your home and vehicle insurance. If your agent says he can't find ORV insurance for you, look up an Independent insurance agent in the Yellow Pages. A good Independent agent can usually find coverage for your bike with one of the many companies he represents and tailor it to fit your needs. He can help you decide exactly what kind and how much coverage you need to protect your investment.


Minimum coverage usually offers



Would you steal this bike? Neither would anyone else, but it will only take a few minutes to put it in running condition. Riders in high-risk neighborhoods might consider stripping a few essential parts to make their machines look less desirable.

protection against theft, wind and fire damage. A few extra bucks will purchase protection against medical expenses and liability. Popping for a deluxe policy will even offer limited coverage against property damage, which means, if you completely demolish the bike going over a cliff, after you pay \$100.00 deductible, the insurance policy may pay the rest of the repairs.

If all this coverage sounds delightfully reassuring, be forewarned that it is all void while the bike is entered in an "organized" race. The bike is covered on the way to and from such a race, but not while it is on the grounds of the race itself. Apparently some insurance executives have observed the activities at hare scrambles and enduros and wisely decided that they did not want to be responsible for any damage liabilities that might occur during such organized insanity.

Exclusions aside, insurance is a good way to protect your dirt riding investment from loss or damages. It doesn't make the bike go any faster or help you ride any better. But it does "insure" that you will have some money for a new bike should something unpleasant happen to your machine. 

AN OUNCE OF PROTECTION....

How long does it take to load your dirt bike on a trailer or into a pick-up truck if you're in a hurry? Thirty seconds, a minute? That's exactly how long it would take a thief to lay his hands on your precious dirt machine and whisk it away if he got the chance. You say it won't happen, that dirt bikes aren't a high risk item?

Every month the AMA magazine runs a list of stolen motorcycles, and dirt bikes usually make up better than half that list. Dirt bikes are light, easily loaded, have no keyed ignitions, rarely have traceable licenses (how many of you are using the license plate off a street bike to make your dirt bike "legal"?), and easily resold. Most dirt riders don't even have a record of the serial number of their machine to help identify it in case it is ever recovered. From a thief's point of view, a dirt bike is easy money.

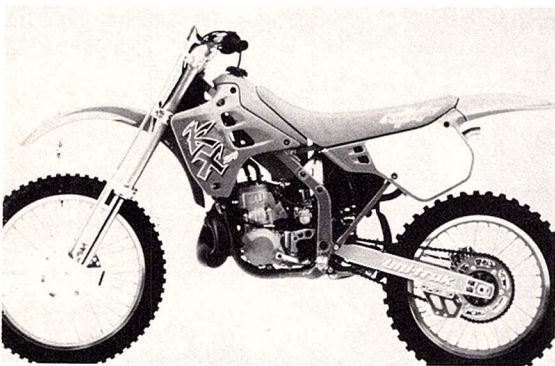
The first step in keeping your dirt bike out of someone else's hands is to not let them know you have it. Leaving the bike strapped to the trailer in front of the garage is like advertising "Steal this bike, please." Even if they don't cut it off the trailer, they'll know that a dirt bike lives there and come back for it later.

Garage windows are nice for letting in light and ventilation, but they are easy access for would-be thieves. Curtains over the windows will keep prying eyes from seeing if there is anything worth stealing inside, and livestock fencing panels available at farm supply stores can be cut to size and bolted over the inside of the windows to keep unwanted visitors on the outside.

Locking the garage is an obvious strategy, but a determined thief will probably be able to get in anyway. Simply chaining and padlocking your bike's frame to a wall stud or a sturdy workbench that's bolted to the floor can help deter theft. Another trick to make a thief's job more difficult is to remove the rear wheel. Those of us in the know can take a rear wheel off and put it back on in just a minute or so, so it's no problem for us. A bike sitting on a workstand with the rear wheel off looks pretty useless, and is much less attractive to street scum searching your garage for goodies.

Take some time to look at your garage and motorcycle storage methods from a thief's point of view and then take steps to make his job more difficult. Just a little effort on your part can keep your bike off the AMA's stolen bike list.

Midtown Kawasaki



**We have the hard-to-find
KX250 & 125 in stock!
All the 1990 Huskys are
available now!**



1864 Silas Deane Hwy.
Rocky Hill, CT 06067

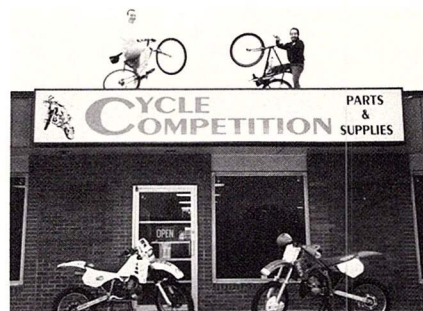
(203)721-0193

UPS SERVICE ANYWHERE • HUGE PARTS DEPARTMENT



CYCLE COMPETITION

**Parts,
Supplies
& Service**



**Motocross
Hare Scrambles
Enduro
Mountain Bikes**

**Road Riding
Leisure Riding
All Terrain Vehicles
Custom Bicycles**

Route 10 & 202
545 College Highway

Southwick, MA 01077
(413)569-0055

Foreign travel on two wheels

MEXICAN MOTORCYCLE ADVENTURE

Feel like Indiana Jones, but without the danger... if you're prepared!

By Thomas "Doc" Williams

Creel, Mexico

This is—what—our third or fourth story on riding in Mexico? Whatever it is, I guarantee it won't be our last. Mexico is like the last frontier to North Americans—it is easily accessible, and can get just as primitive and remote as you dare to take it. You can find glitzy, ultra-zoot tourist traps or Indian tribes that have rarely seen white people or motorcycles.

The climate is also semi-tropical, and that alone would appeal to us north easterners, especially after suffering through another miserable wet winter. So here is another story of a singular "research" trip in Mexico, by Doc Williams and his crew at Mexico Motorcycle Adventures. Yes, he is an advertiser; but his story is extremely interesting, and he recently gave away a couple of trips to NETRA and ECEA award winners, so let's see what his tours are really like....

Whoever said getting there was half the fun was only half right, according to trail guides Eddie Doyle, Andy Smith and Cal Smith of Mexico Motorcycle Adventures, and Thomas "Doc" Williams. These four staff members recently took a reconnaissance trip across the rugged Sierra Madre Occidental from Creel, Chihuahua. Mexico to the Pacific port of Topolobampo south of Los Mochis on the Sea of Cortez. Doc explains the purpose of the

recon is "to find the places we don't want the tour to miss and to identify those we should avoid!

15 December 1989. We arrive in Creel, Chihuahua at 4 p.m. and check in at the Hotel Parador de la Montana y Restaurant. The hotel is a modern facility with 24 hour electricity, telephone, TV, central heat and a complete bar and restaurant. The climate here is much like that in Colorado—cold and clear—at an altitude of 7,700 ft. The population of about 5,000 make a living in the major industries of forestry and tourism. Creel is the last place we'll see other English-speaking people, tourists, long distance telephone, or 24 hour electricity until we get to our destination some 400 trail miles to the southwest.

16 December 1989: We relaxed and enjoyed an easy ride to Cusare Falls 15 miles south of Creel in the heart of Tarahumara Indian country. One of the most primitive people in North America, the Tarahumara Indians speak a language of the ancient Aztecs and live isolated from modern culture and technology in the high mountains and gorges of the Sierra Madre Occidental in Chihuahua. Despite efforts of missionaries and the Mexican government to improve the living conditions of the Indians, the Tarahumara live much as they have for hundreds of years. A principle part of their social life surrounds long distance foot races, for which they are famous, and corn beer drinking parties—*tesquinadas*. The Indians, especially the adults, remain shy and cautious of outsiders—particularly gringos on motorcycles. As we approached the small villages we turned off the engines and walked our bikes through. We were as curious and fascinated of them as they were of us.

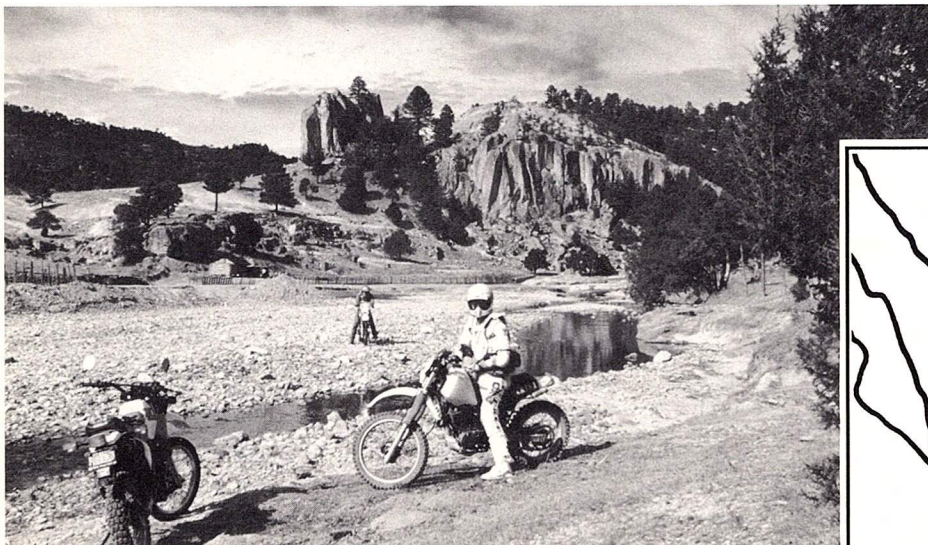
Cusare Falls is a spectacular 93-foot

waterfall on the Barranca del Cobre (Copper Canyon). Adjacent to the falls is the rustic Copper Canyon Hiking Lodge, a major tourist attraction and more typically Mexican hotel with no electricity. We returned through the scenic Laguna Arareco, site of many Western movies.

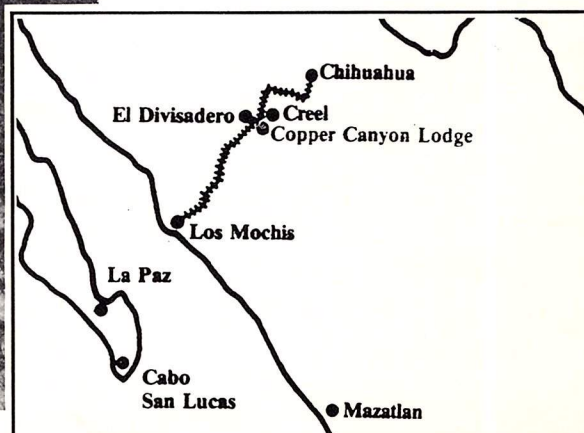
17 December 1989: Our planned departure was delayed by four inches of snow overnight. No riding that day. Just as well...it would have taken dynamite to get Andy out of bed anyway. Not your typical morning person. *18 December 1989:* Breakfast in the hotel restaurant at 8:00. Actually, we started at 8:00 when the restaurant opened, but the cook had other ideas and it was more like 9:00.

TRAVEL TIP: Leave your timetables at home. Although the sign on the door says "Open at 8:00", the cook will start when he's ready and not one minute before. Learn to relax. We don't want anybody coming home with an ulcer.

We made a gas stop at San Rafael where the local gas station consisted of one 55 gallon drum with a siphon. No Petro signs here—all the locals know where the gas station is and all the tourists are on the train. On the trail we frequently had to take compass readings to guess at the general direction to be taken on the winding mountain roads. We arrived at Cuiteco at 6 p.m. We rented a room heated only by a fireplace, with electricity provided by a local generator from 7 p.m. to 9 p.m. The room had 3 beds (with springs), one window, no telephone and a real indoor bathroom with shower...if we wanted to start a fire in the wood burning water heater. We chose to spend the night drying clothes and ourselves in front of the fireplace. The temperature that day had stayed between 35 and 45 degrees. The only English speaking person in the community was the manager of the hotel who wrote two letters



Left: Copper Canyon is loaded with scenery unlike anything you're likely to see back home.





Route 73, Berlin NJ 08009

**SALES
PARTS &
ACCESSORIES
SERVICE**

**TOLL FREE
(800)367-1310
(orders only)
(609)767-1310
(Information)**

Fast Service—Daily UPS Shipping

COD • Visa • MC 2-Day and Next Day available

YAMAHA OEM 15% Discount

CHEMICALS

Yamalube R 24c	58.00
Yamalube 2 12c	24.65
Yamalube 4 12c	22.44
Yamaha Chain Lube 12c	50.49
Bel Ray MC-1 24c	64.95
Golden Spectro 24c	59.00
Golden Spectro Gear 12c	42.00
PJ1 Goldfire Pro 12c	36.95

CHAIN

Tsubaki 520X120 QR Pro	29.95
520X120 O-Ring	59.95
RK Std. 520X120	24.95
520X120 O-Ring	45.95
Chain Std. 520X120	22.95

IRC

M5B 110/80X14	36.95
M5B 120/80X18	40.95
M5B 130/80X18	45.95
M5B 140/80X18	51.95
VE32 300X21	29.95
VE33 510X18	48.95
VE33 110/100X18	41.95

EBC BRAKES

\$18.95
Yamaha

METZELER

MXR299ST 90/90X21	56.95
MXR199ST 110/90X18	58.95
MXR199ST 120/90X18	61.95
MXR199ST 130/90X18	64.95
MX 3.00X21	48.95
MX 100/90X18	64.95
MX 4.50X18	55.95

HANDLEBARS

Hi Point Alum.	39.95
Hi Point Combo	29.95
— Gunmetal	
— Red	
— White	
— Neon pink	
— Orange	
— Blue	

DUNLOP

K139 3.00X21	55.95
K490 3.00X21	58.95
K490 120/80X18	39.95
K490 130/80X18	42.95
K490 140/80X18	45.95
K990 110/90X19	69.95

**WE NOW ACCEPT
VISA • MASTERCARD
DISCOVER**

Prices subject to change without notice

(Street tires available)

of introduction to other hotel owners on the route.

19 December 1989: Started out after breakfast to find more high-water and mud from the still-melting snow. Another gas stop at Bahuichivo then on to Parajes following the route of the railroad. Lunch at Temoris and gas at a station featuring five 55 gallon drums with a hand pump. On to Chinipas at 3,667 feet where we had supper and met two old friends, Don and Alli, both "international vehicle traders." Don spoke English fairly well, from experience he says he gained while being an illegal alien truck driver in Louisiana for five years (his story is backed up by a liberal sprinkling of familiar, colorful Louisiana cuss words).

The town pharmacist owned the gas station. Again with no signs. We asked the Mexican kids for directions and found that while the adults are reluctant to talk, the kids will take you anywhere in town for a ride on the gas tank. It would be misleading to call our accommodations at Chinipas a "hotel." The Mexicans call it *cuarto se vende* or "room for rent," and that more realistically describes the single room with four cots, no heat, no windows, no TV, no phone, no furniture, no bathroom: four walls! Each room had a blanket that had likely never seen the inside of a washing machine.



Crossing the river at Chinipas. The ferry man would only take bike at a time...I wonder why?

DISCLAIMER PLEASE: This is not the typical accommodation a guest on a MMA tour will be seeing. This is one of the "places to avoid" which staff recon on a shoestring is able to identify. Although the accommodations may have been lacking, the food was superb. We ate meals across the street from the hotel at the private town-home of a rancher where he served some of the best tortillas and steaks ever.

20 December 1989: The next morning we

found that the only way to go on was by using the ferry on the Rio Chinipas. After breakfast, the town kids swarmed the bikes looking for one last ride around the town square. It would be remiss not to mention here that in these small interior towns, 83% of the population is literate because of the influence of the Catholic church and schools, which are found in every town no matter how small. The kids are clean, well-behaved and very helpful.

TRAVEL TIP: Don't try to lighten your load by



WE DELIVER

- Largest in stock Parts and Accessory Inventory
- Shipping UPS daily COD Mastercard, Visa, American Express or pre-paid
- In house boring bar full machine shop excellent service department.
- CR Pro technician in house
- CR service clinics
- First CR Support dealer in Ct in 1990
- Real discounts on bikes, parts and accessories
- team race jerseys

MANCHESTER
USA

30 Adams Street, Manchester CT 06040
Sales (203)646-2789 • Service (203)646-0378 • Parts (203)646-4055
Mon., Thurs & Fri 10-8 • Tues & Wed 10-6 Sat 9-4

New Model!

AutoCal™

Electronic Odometer

Our latest model achieves the ultimate in Enduro accuracy - it monitors the calibration throughout the entire race and automatically re-calibrates to match the bike used to layout each section! Additional features include "AAA" batteries for years of run time, a more rugged sensor with TuffShield wire protection, and much easier programming of race data. Complete kit with full mounting hardware for all bikes is \$199.95

Standard Electronic Odometer

Automatic Resets, adjustable wheel size, Speed and Peak Speed readout - all features which make it the most popular odometer in the sport. \$179.95

Pro 3 Enduro Computer

Easy programming, possible check readout, built in clock, 1 year warranty - the Pro 3 has it all. \$179.95

TimeMaster Enduro Clock

A rugged clock designed just for Enduros. \$89.95

Bark Busters

The original and still the best, featuring special mounts for aluminum bars. \$39.95

Call Toll-Free today for more info

ICO

1-800-331-0470

VISA MasterCard

Racing

LA (504) 882-3107

FAX (504) 882-7700

leaving your motorcycle boots behind. Cal did just that and narrowly escaped possible serious injury when a dog who had never seen a gringo or a motorcycle attempted to keep his foot for a souvenir.

The Mexicans helped load the bikes one by one on the "ferry"—a small, flat barge with a maximum load capacity of about 1500 pounds. The ferry man said these were the first motorcycles he had taken across since he started 10 years ago. He would only allow one at a time. After four trips, we arrived on the other side of the Chinipas River and were ready to start out.

Our route included a 7,667-foot mountain, with snow at the top and breathtaking scenery along the way. It was drier up here, with hard dirt and sand fast enough for about 50 mph riding. Just as we thought we had left civilization completely, we came upon a farmhouse. As we approached, the farmer emerged and spoke to us. Then he raised his hand in a signal and his wife came from the house, bringing four chairs and four Pepsi's. As we drank the sodas, and continued talking, his entire family appeared quietly about him until there were twelve or thirteen children. No one in the family spoke but the farmer. The kids were staring at the first white people they had ever seen.

We had only traveled about 125 miles in the

WHAT TO BRING TO MEXICO

1. Itinerary, map, pen/paper, address book
2. One sweatshirt, three long-sleeve shirts, enduro jacket
3. Two pair riding pants, kidney belt, three pair long pants, hankchiefs
4. Two riding jerseys, body armor
5. Five t-shirts, five pair motorcycle socks, five pair shorts
6. Riding boots, tennis shoes, five pair of socks
7. Motorcycle helmet, goggles, riding gloves
8. Toiletries, sunglasses, camera/film
9. Swimsuit
10. Money: \$60 in one-dollar bills, 15 Mexican 10,000-peso bills
11. Passport
12. Driver's license
13. Credit card
14. Mexican Tourist card
15. Notarized permission for vehicle with lien to take into Mexico
16. Car liability insurance
17. Motorcycle liability insurance
18. Trailer liability insurance
19. Legal insurance
20. Evacuation insurance
21. Medical insurance
22. Medical instructions
23. Liability release

24. Poncho, Lensatic compass
25. Canteen or bike bottle, flashlight
26. Backpack with heavy belly strap
27. Two fanny bags
28. Three-eighths inch nylon rope, 25 feet
29. Snake bite kit
30. Two towels (one bath, one hand)
31. Waterproof matches
32. Tools and box, four feet of wire, four zip-ties
33. Motorcycle parts, deer light and battery
34. Ultra Polar Shield thermal blanket
35. Motorcycle with skid plate

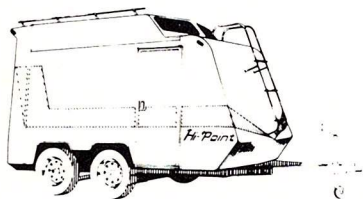
WHAT NOT TO BRING

1. U.S. dollar bills in 10's, 20's, 50's, or 100's
2. Narcotics
3. Firearms or explosives
4. Knife no longer than six inches
5. Bad attitude towards Mexican people (my friends!)
6. No riding skill (you will ride in van)
7. Diamonds, gold
8. Loud mouth
9. Small kids
10. Large dogs
11. Someone else's wife
12. A body not in good physical condition

Hi-Point

Trailers USA

**The Fabulous and
Fun Loving
Hi-Point Trailer**



In a Class of its Own

Custom built to your own specifications. An aerodynamically designed, all fiberglass trailer with new rubber-suspension axles and electric brakes. Available in 14, 16, 18, 20, and 24-foot sizes, both flat top and the new raised-roof models. Roll bar construction for that extra margin of safety. Many extra options available.

Hi-Point Trailers USA
1115 Milan Avenue
Amherst, Ohio 44001
or call: (216)988-4474

FINANCING AVAILABLE

B&B Yamaha of Camp Hill

1101 Slate Hill Road
Camp Hill, PA 17011
(717)761-6192

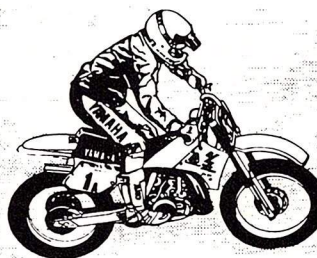
B&B Sales & Service

791 Flory Mill Road
Lancaster, PA 17601
(717)569-5764



YAMAHA

Husqvarna



**Enduro, Hare Scrambles
and Trail Riding
Headquarters**

- Complete Suspension Service
- Enduro Accessories in stock
- UPS Shipping Daily



previous two days of riding, but we hit Los Alamos about noon and found pavement, which gave way to 70 mph riding for the rest of the day. We made excellent time on the pavement and were able to make up more than 200 miles on the third day.

TRAIL TIP: I chose a soft rubber tire (Cheng Shin-Metzeler copy) because they feature an enduro tread for mud and the soft rubber sticks well on pavement. Just don't lean over in the turns on pavement. When we get finished with the trip, so is the tire.

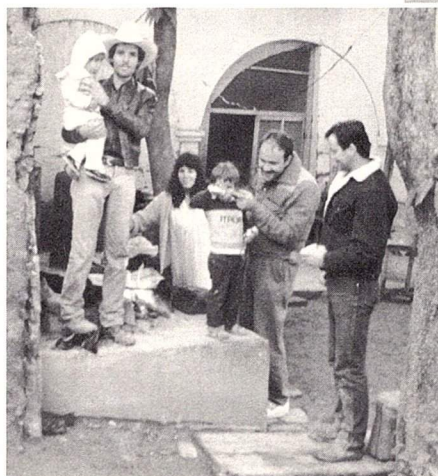
NEWS FLASH: We find out via satellite news at the hotel that Americans have invaded Panama. Have we missed anything else? The hotel at Los Mochis is a tropical, Acapulco-style place on the coast with pools, squash courts, real telephones, central heat and HOT WATER. Needless to say, we were ready for bed right after a shower.

21 December 1989: We found the train station first thing, to find out how to get back to Creel with the motorcycles. Found out the passenger train leaves at 7 a.m., but the freight train has to be loaded by 5 a.m., even though it won't leave until 9 a.m. The freight clerk told us there would be room on the fresh fish boxcar.

We spend the rest of the day riding down to the coastal city of Topolobampo hoping to go deep sea fishing, but since there were no tourists, there were no fishing charters. We

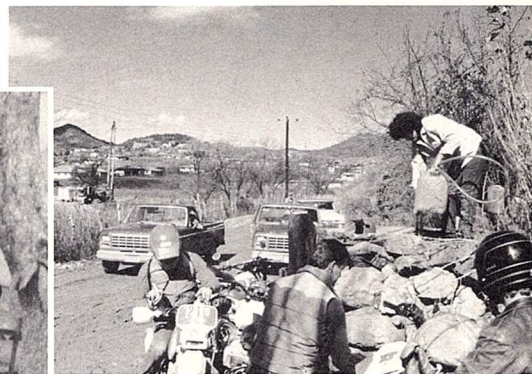
settled for a boat ride in the Sea of Cortez. Later we took the village kids for the mandatory *motorcycleta* ride. We had a memorable seafood dinner at a local restaurant.

STORY WITH A MORAL: Doc always carries his tourist papers and his money separately. Somewhere along the way, his wallet is lifted but he still has his papers. In Topolobampo, while on foot, we came across a Mexican immigration officer who demanded to see papers (he was showing off). Fortunately we had them. Tourists should carry papers at all times.



22 December 1989: Every one is up at 4 a.m. (even Andy) to load the bikes on the freight train. (Hint: bring tie downs with you) Doc's electrical problems have finally caught up with him and his bike won't start. We towed his bike to the train and loaded them all on the boxcar full of fresh fish from the Sea of Cortez. By the time the motorcycles reached Creel they smelled like fish.

We boarded the passenger train and again

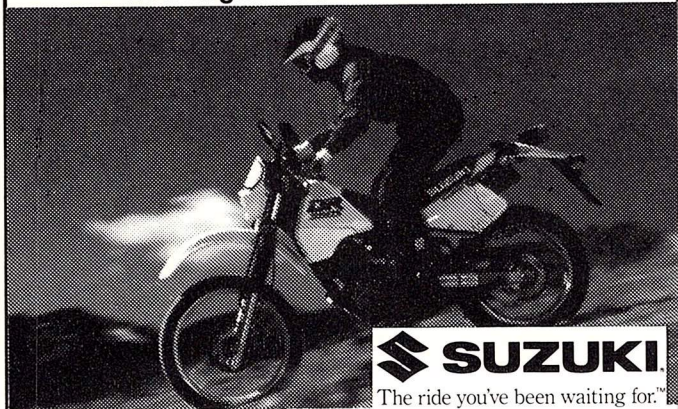


Above: Your basic one-drum Mexican gas station. Make sure you have a good fuel filter installed in your gas line!

Left: The best Restaurant in Chinipas. Mama cooks the tortillas on the hearth while Papa poses with a young'un.

CYCLE WORLD, INC.

New England's # 1 Suzuki Dealer!



SUZUKI
The ride you've been waiting for.™

DR/DR-S SPECIALISTS

East Coast headquarters for White Bros high performance parts. Pipes, mufflers, cams, big bore kits, complete suspension mods. Call us for your needs.



We ship UPS daily!
(603)437-0290

Exit 5, I-93 & Rt. 28
168-170 Rockingham Road
Londonderry, NH 03053

Tues.—Fri. 9:30—8:00 P.M., Sat. 9:00—5:00



**Super Deals on
Accessories**
Every Day!



Fast UPS Shipping
All Over The World!



Complete Service:

White Power,
Ohlins Rebuild
Welding
Glass Beading
Pro Set-Ups



M 12-5 T, Th 9-8
W, F 9-6 Sat. 9-3

(203)429-1466

Route 32, Willington, CT

(1/4 MI. NORTH
RT. 195 & 32 JUNCT.)

HOW TO PACK FOR MEXICO

Item A: Clean Fanny Bag (you may be asked for these items at any time by Mexican officers) All documents, insurance papers, medical instructions, itinerary, map, pen, paper, money—dollars and pesos, credit card, camera and film, compass, small flashlight, sunglasses, eyeglasses, prescription medicine.

Item B: Dirty Fanny Bag (leave on your motorcycle) Four main jets, jet wrench, two spark plugs, spark plug wrench, folding pocket screwdrivers (philips), folding pocket knife, folding allen wrench set, two 8-inch Vise Grips, six sockets and ratchet, four combination wrenches, four feet of mechanic's wire, roll of duct tape, four zip ties, one hand towel (roll tools up in it, use for drop cloth).

Item C: Backpack (must have belly strap; leave on bike) Swimsuit, poncho, enduro jacket, bath towel, snake bite kit, deer light and 6-volt battery, tennis shoes, sweatshirt, thermal blanket, matches, nylon rope, tire tools, half-roll of toilet paper pressed flat, two motorcycle tubes (both sizes), MS Racing CO2 patch kit.

Item D: Duffel Bag (leave in van or hotel) Three pair long pants, three long sleeve shirts, five t-shirts, five shorts, toiletries.

Item E: Tool Box (leave in hotel)

Item F: Laundry Bag (leave in hotel) Souvenirs, liquor, dirty clothes.

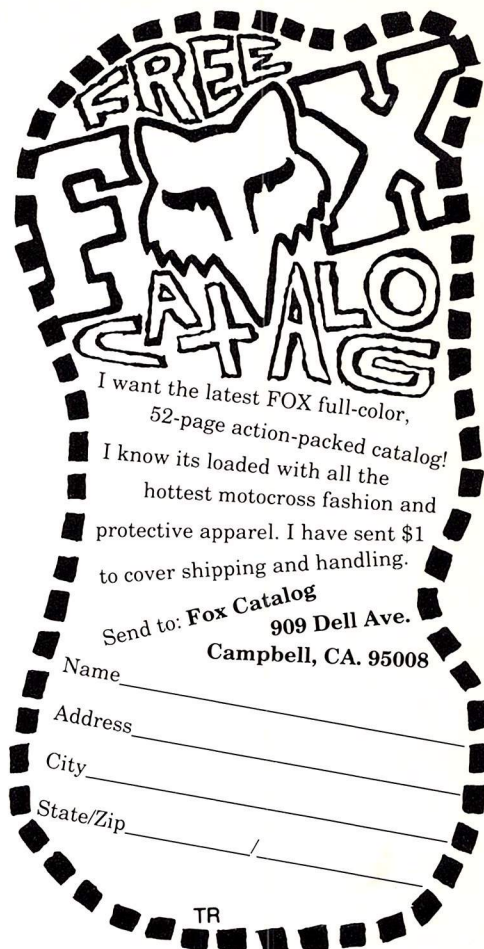
Item G: Motorcycle. Well maintained, with skid plate and gorilla snot in tire tubes.

met the tourists from Europe who were enthusiastic about their trip and incredulous about ours. The passengers were two-thirds Mexican and one-third from every other place in the world.

We arrived at Creel about 3 p.m., and waited for the motorcycles to arrive at 6. Fortunately, we were able to load them onto the trailer and not have to put them inside the van. We settled in for the 22 hour drive back home, where everything is frozen.

COMMERCIAL MESSAGE: Off road long range reconnaissance on A motorcycle without van support requires careful planning, particularly during cold, wet weather. We feel that if we scout the roads in the worst possible season, under the poorest weather conditions, we'll have an excellent idea of just how passable a certain road is. There are many trail hints that can make a tremendous difference in a rider's safety and comfort, and we do our best to provide them. We have commercialized adventures with excellent accommodations, food, expert guides and fuel for approximately \$100.00 a day. Also motorcycle rental is available.

Please write to us at Mexican Motorcycle Adventure, Inc., P.O. Box 12431, Beaumont, TX 77706. You can also call 1-800-421-6784, and ask for "Doc."



THE NEW

Millville Cycles



ENDURO—MOTOCROSS HEADQUARTERS

Complete Flywheel Service

C.O.D. Deliveries Available

Dealer Discounts for ECEA Members

1990 Suzuki DR350 Now Available



UNDER NEW MANAGEMENT



701 N. High Street
Millville, NJ 08332
(609)327-3030



(603) 627-3957
U.P.S. DAILY



can-am®



**ATK 406 &
250 in stock!
Trade up now!**

M.O.M.'s Motorcycles of Manchester, Inc.

Joe Wheeler
President

98 Willow Street
Manchester, NH

We support NETRA and its members

New York enduro riders

DISTRICT FOUR ENDURO BANQUET

Rich Dool takes top honors upstate

By John Oechsle

Olean, NY

On February third, AMA District 4 held it's annual Enduro Awards Banquet at the beautiful Castle Inn in Olean, New York. 125 riders attended, the largest turnout ever. Featured was Ed Hertfelder, the writer of "Duct Tapes" and possibly the "worst endurorider" on the East Coast.

After the buffet dinner, Ed talked to the gathering on his experiences as an enduro rider and writer. Ed assisted in the awards presentations of jackets and plaques, and videos were also shown of Ed's recent trail ride in Mexico. Thanks to many sponsors there also were about 150 nice door prizes given out.

Left: Rich Dool accepts the District Four Overall Championship awards from Ed Hertfelder. Rich is the one with hair.

Right: Wait a minute! What is this, some kind of bad dream or something? No, it's a second-place Super Senior Bob Young-- The one with more hair!

The 1989 final District standings are:

Grand Champion

Rich Dool

High Point A

Paul Kessel

High Point B

Jeff Post

High Point C

Mark Johnson

A-Expert

1. Jake Todd

2. Dan Rock

3. Ray Davis

4. Bill Hayes

5. Hank Tarr

6. Rudy Abersold

A Class

1. Craig Seely

2. Marty Crippen

3. Rodney Wadhams

4. Stan Po

5. Ron Walf

6. Dave Lunden

7. Jim Geise

8. Dan Kirsch

9. Kelvin Hill

10. Gary Lockwood

11. Michael Doyle

30 + A Class

1. Thomas Homes

2. Andy VanCamp

3. Jeff Darrow

4. Terry Bulman

Senior A Class

1. Mike Lauterborn

2. Brian Everdyke

3. Joe Noto

4. Ray Goulet

5. Gary Bulman

B Class

1. Jarod Bierly

2. Len Baltimore

3. Brian Russell

4. Tim Wizeman

5. William Wade

6. Howie Albrecht

7. John Oechsle Jr.

8. Dave Ackler

9. Eric Mundt

10. Tim Moore

11. Steve Darcangelis

12. Ken Bailey

13. Jeff Spada

14. David DeKay

15. Doug Everdyke

16. Scott Williams

17. Jack Vanderpool

18. Dan Johnson

19. John Turk

30 + B Class

1. Roy Duffy

2. Roger Butterfield

3. George Marrer

Senior B Class

1. John Oechsle Sr

2. Lou Vardabash

3. James Gizowski

4. Ed Pitz

5. Lee Johnson

6. Doug Black

7. Ronald Clark

Super Senior Class

1. Ken Pellor

2. Bob Young

3. Bill Strickland

C Class

1. Bob Boyle

2. Todd Albrecht

3. Steve Weber

4. Darrin Russell

5. Davin Measic

6. Jeff Gizowski

7. Joe Mallory

8. Owen Payne

9. Roy Johncox

10. Robert Kirkendall

11. Gregg Carrigan

12. Dan Umiker



Jax
PROFESSIONAL
ROLLCHARTS

*JART Rollchart Sample

9:27	38.8	24
9:28	39.2	24
9:29	39.6	24
9:30	40.0	24
9:31	40.4	24
9:32	40.8	24
9:33	41.2	24
9:34	41.6	24
9:35	42.0	24
9:36	42.4	24
9:37	42.8	24
9:38	43.2	24
9:39	43.6	24

ANY ENDURO
ANY TRAIL RIDE
ANY PLACE

*VERSION FOR ANY RIDER
*CHOICE OF AA
&
FACTORY RIDERS

CALL OR WRITE:
1210 N. JEFFERSON ST.
#H
ANAHEIM CA 92807
(714) 666-0136

NEW MANAGEMENT, BUT THE
SAME GREAT SERVICE!

Suspension Tuning
& Engine Rebuilding

**CYCLE
DYNAMICS**
74 Garden Street
Feeding Hills, MA 01030
(413)786-0141

Wide powerband for woods or MX. Used by top
riders Kevin Hines, Jack Lafferty, Jr., Mike
Levesque, and Steve Herman
For KTM's, KX & KDX, CR's, RM's, YZ's, and ATK's.

**DYNO
RACING
PORT**

WORKS PIPES
and PORTING

RD #1 BOX 105
UNION SPRINGS, NY 13160
(315) 253-9631

*Quick Shipping from NY state

ROCKS & ROOST ACCESSORIES

TIRES

YOKOHAMA		
Y907	510×17	\$38.95
Y907	410×18	\$35.95
Y907	460×18	\$36.95
Y907	550×18	\$46.95
Y520	90/100×14	\$26.95
Y520	70/100×17	\$23.95
Y520	110/100×18	\$49.95
Y520	120/100×18	\$51.95
Y520	80/100×21	\$36.95
Y521	100/90×19	\$55.95
Y521	110/90×19	\$56.95
Y540	100/100×18	\$50.95
Y540	120/100×18	\$52.95
Y540	100/90×19	\$55.95
Y540	110/90×19	\$58.95
Y540	80/100×21	\$37.95
BRIDGESTONECALL		
DUNLOPCALL		
METZELERCALL		

CHAIN

RK O RING	520×120	\$48.95
RK STD	520×120	\$27.95
ECONOMY	520×120	\$19.95

GRIPS

OURY		\$4.95
SCOTT		\$5.50
ANSWER		\$6.50

TUBES

STD	Starting at	\$6.25
H.D.	Starting at	\$8.25

HANDLEBARS

ANSWER		
Alumilite		\$54.95
Chromoly		\$29.95
Carlson Steel		\$19.95
Pro Glo		\$33.95
HI POINT		
Aluminum		\$42.95
Chromoly		\$29.95
ECONOMY		\$12.95

CHEST PROTECTOR

ANSWER AC3	\$94.95
ACERBIS FULL FLEX	\$79.95
HALLMAN MACH 5	\$89.95
HALLMAN PRO 2	\$69.95
SHOCK PROTECTOR	\$89.95

HELMETS

BELL MOTO 5	\$194.95
ARAI MX PRO	
Solid	\$172.95
Team	\$199.95
Dayglo	\$219.00
BIEFFE BX6	\$ 96.95

GOGGLES

SCOTT #83	\$12.95
#89	\$17.95
#109	\$19.95
#87	\$19.95
#89 Q.S.	\$24.95
OAKLY "O"	\$16.95
"Pro" Iridiums	\$45.95
SCOTT EFS SYSTEM	\$56.95
IFR ROLLOFF	\$26.95
QUICK STRAP	\$12.95

GLOVES

THOR ENDURO	\$17.95
THOR MESH	\$18.95
THOR FOAM	\$28.95
SINISALO "SCD"	\$27.95
SINISALO SPORT	\$22.95
ANSWER "A2"	\$25.95
ANSWER "A4"	\$30.95

KIDNEY BELT

AXO SUPER 2	\$35.95
ANSWER PRO FORM	\$33.95
SINISALO SCD	\$35.95
THOR SUPER BELT	\$36.95
GOLD BELT VENTED	\$20.95
GOLD BELT MINI	\$14.95

BOOTS

SIDI	\$159.95
THOR	\$109.95
TECH IV	\$189.95

PANTS

SINISALO JET	\$ 89.95
THOR SHAPES	\$114.95
THOR VIKING	\$109.95
THOR GORTEX	\$114.95

ENDURO ACCESSORIES

TECH TOOL BAG

MS TOOL BAG

ONEIL TOOL BAG

ROLL CHART HOLDER

SCORE CARD HOLDER

LINK DRINK

BARK BUSTERS

ACERBIS GUARDS

800-342-7181

ORDERS

201-702-1954

INFORMATION

**VISA • MC
UPS • C.O.D.**

HOURS

Tues-Fri — 10 a.m.-8 p.m.

Sat. — 10 a.m.-4 p.m.

Eastern Time

Sunday & Monday

Gone Riding

P.O. BOX 355, OAK RIDGE, NJ 07438-0355

1990 CANNONDALE SM400 MOUNTAIN BIKE

High value in a low-priced off-road machine

By Wally Tunison

When we here at *Trail Rider* receive a spec sheet about a test bike we often check the manufacturer's claims of price and weight first, and then the remaining claims can be physically seen on the bicycle. Price is sometimes given as "around \$XXX" to give dealers a chance to make a reasonable margin or to compensate for soon to be announced price increases from the distributor.

Weight, on the other hand has always been a "untruth" between manufacturers, to allow them to claim to have the "lightest bike at the best price" in the industry. They then sidestep the issue when questioned why your 20-inch bike weighs one to two pounds more than claimed in the catalog by informing you that they weighed the 15.5 model with 24" wheels on a pre-production run in Taiwan on a metric scale! Well...you get the idea.

Now why did you just receive the price/weight 101 lesson? Because we are talking Grandma, apple pie, and Cannondale here! Yup; made in America, troops. An American made, 7000-series aluminum Cannondale frame in the 20" size weighs 3.6 pounds. That's as heavy as two cans of chain lube or a little more than 14 Quarter Pounders



(uncooked weight, of course)! It's a full pound lighter than the next aluminum frame bicycle; called the Klein, and its also an American bike. Cannondale makes their bikes in Bedford, PA, at a state of the art "hand built" oriented facility. The frame comes in a full race, straight top-tube version, and a high performance slant top-tube version for all-around type of riding. We tested the straight tube version with the lower bottom bracket. This bike is part of the 3.0 series of Cannondale mountain bikes. "3.0" designates the weight Cannondale was aiming for and achieved on the road bikes. The technology was then applied to the mountain bikes, when, lo and behold, they came within a hair of achieving the three-pound weight of the road frame sets. Cannondale,

Left: If a bicycle can be fast, the Cannondale is one quick machine. Scott could hardly keep it on the ground.

Below: The Cannondale's large diameter aluminum tubing makes for a strong but responsive machine.



being honest, gave the actual weight of 3.6 pounds to the public.

The XCM Suntour-equipped SM400 is the entry level mountain bike from Cannondale. It carries three major Japanese manufacturer's equipment aboard. It comes equipped with a Sugino crankset, DiaCompe brakes, and a selection of far eastern and European components. Although a seeming hodgepodge of parts, each component was selected to give

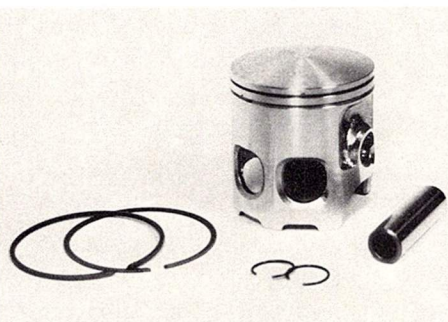
L.A. SLEEVE CO.
PRO-X
GENUINE RACING PARTS

**HI-PERFORMANCE
PISTONS
MX/ATV**

MANUFACTURED IN JAPAN

High performance race style pistons manufactured from special high-silicon aluminum alloys.

Piston kits supplied with rings, circlips, wrist pin. For leading makes and models. See your dealer.



LOS ANGELES SLEEVE CO., INC.

8311 Chetle Ave., Santa Fe Springs, CA 90660 (213)945-7578

Call or write for your free catalog and decals.

MOOSE
RACING

Heavyweight Flywheels
Enduro Conversion Parts
1-800-MOOSE-IT

2595 N. Hwy. 67, Sedalia, Colorado 80135

**SERVICING ALL BRANDS
OF OFF ROAD BIKES,**

PARTS AND
ACCESSORIES



654-6006

JON'S CYCLE BARN

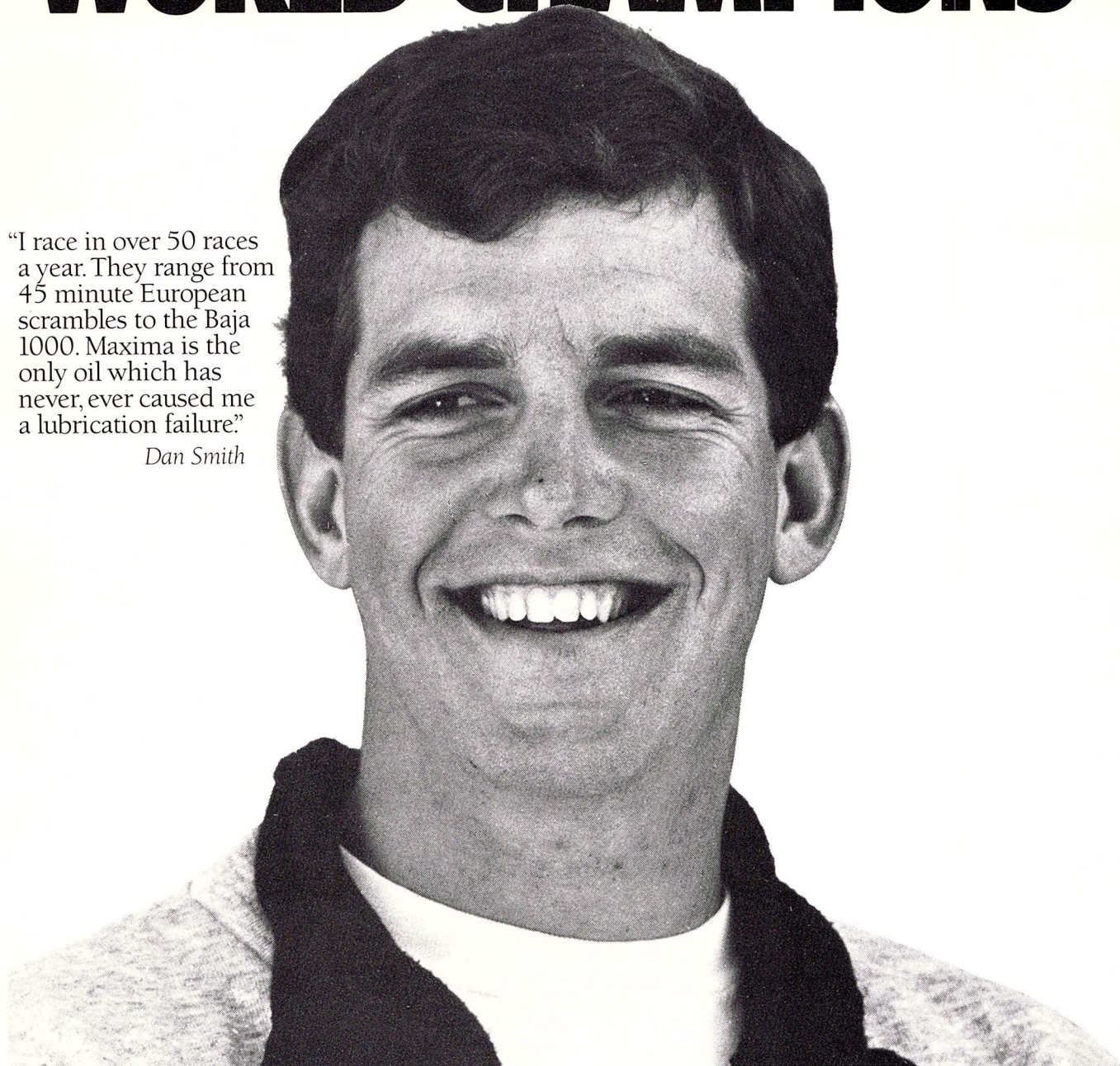
Jct.101
& 31 South
in Wilton, NH

Unbeatable Labor Rates
A.M.I. Certified Mechanic
Proprietor Jon Sargent

WORLD CHAMPIONS

"I race in over 50 races a year. They range from 45 minute European scrambles to the Baja 1000. Maxima is the only oil which has never, ever caused me a lubrication failure."

Dan Smith



MAXIMA

Racing Lubricants

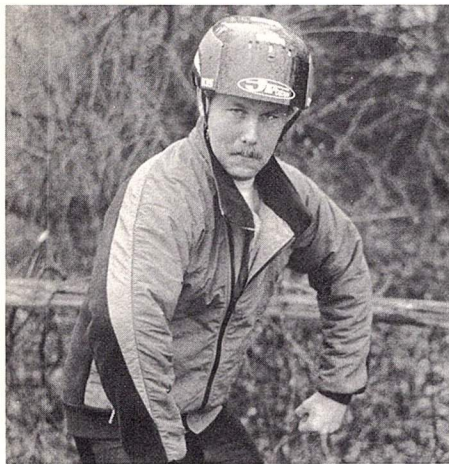
3 Time AMA National Hare & Hound Champion
4 Time World Hare & Hound Champion
2 Time SCORE/Baja Champion
6 Time AMA District 37 Desert Champion
3 Time Barstow to Las Vegas Hare & Hound Champion

Pro Hat & Decals: \$10.00 (Cont. U.S.A. Only)
10969 Wheatlands Ave., Suite A
Santee, CA 92071 · 619-449-5000
In Canada: Wheels West: 202-775-0048
Full Bore Dist: 416-624-0222

the most quality that could be supplied at the \$470.00 price level.

The newest trick item to hit our shores is the X-press, under-the-handlebar thumb shifters. Suntour's version of this lever has the unique ability to shift the entire seven-speed indexed rear derailleur in one long stroke of the bottom lever. Located just above the long lever is a short release lever that allows the selection of one gear higher each time it is pushed.

The front derailleur shifter is similar in layout, but works the levers opposite of the rear derailleur system. It is not exactly indexed,



Gengis Wally decked out in Cannondale's best.

THEY DON'T WEAR HI-POINTS, DO THEY?

What do you wear when you're mountain biking? Motorcycle riding pants and jacket? Not unless you're really into sweat. Plain shorts? You'll freeze in the winter and die of monkey butt. The problem is, riding a bicycle is serious work, unless you get someone else to pedal, and even a casual pedal will have you drenched in perspiration, so you've got to invest in some specialized clothes.

Cannondale also happens to manufacture bicycle riding clothes, and we got to try some of it out. Called "Shred Threads" by the Cannondale people, they are to mountain biking what MS Racing Gore Tex is to dirt bike riding. For cold weather riding, Wally here would feel naked without a pair of Turbotights on. They're made to fit a human who's pedaling, and are constructed from nylon Lycra so they stretch in every direction. They have ankle bands to keep them from riding up your leg, and a drawstring waist. If you feel uncomfortable about wearing tights, try them in a crowd of similarly dressed riders. Once you get used to them, you're hooked. In summer, we wear shorts of the same material.

Getting some kind of a jacket to keep you warm during winter pedaling is a real problem, but Cannondale has that licked as well. We tried the Shred Threads Anorak, a pullover made out of soft Supplex nylon that cuts the wind and fends off thorns. On the back and under the arms, the Anorak uses Polartek fleece for maximum breathability.

In the photo, Wally is wearing a Cannondale Team Issue jacket, which is made for colder weather than the pullover. The Team jacket uses a solid Polarlite fleece back for breathability, and a covered front zipper for maximum windproofing.

With either of these jackets, you can *feel* the technology that went into them. You sweat, but you don't get soaked, and you can pedal a bike without getting pinched and bound by your clothes. So they *don't* wear typical motorcycle gear when they pedal—they've got something better!

YAMAHA

YAMAHA
YZ250WR



PAWTUCKET CYCLE

514 WINTHROP ST. RT 44
REHOBOTH, MASS 02766
(617)336-7516

CLIFF'S CYCLES



LARGEST SUPPLY OF KTM PARTS IN THE NORTHEAST

Shipped daily via UPS

1990 KTM's IN STOCK

Receiving deposits on
the hot new 300's

84 Rockwood Road (Route 115)
Norfolk, MA 02056
(508) 528-2936



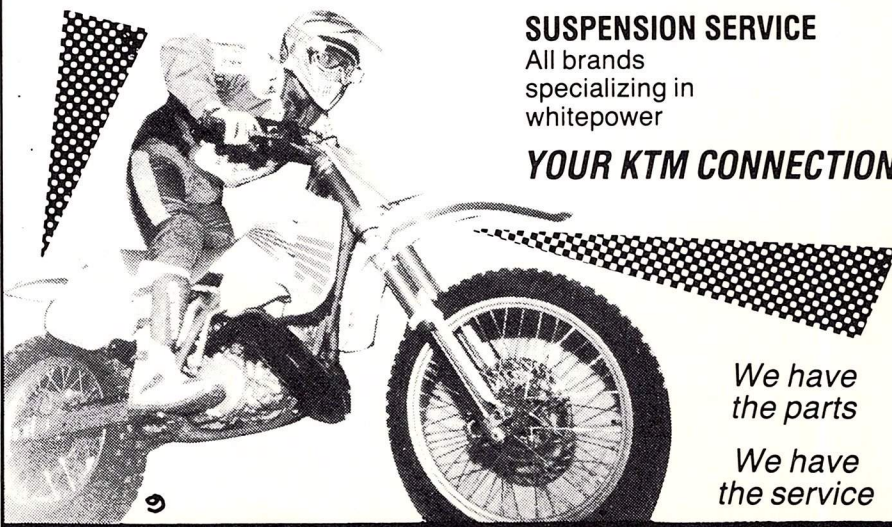
ENDURO AND
HARESCRAMBLE
RIDERS ONLY



AK

RICK'S CYCLE

804-465-0565



SUSPENSION SERVICE

All brands
specializing in
whitewater


YOUR KTM CONNECTION

We have
the parts

We have
the service

however there is a slight detent feel when it reaches the middle chaining position. The sweetest part of it's operation is that it can be adjusted with a push of your thumb to remove the annoying front derailleur rub that usually accompanies wide geared mountain bikes.

Riding the SM400 gave an impression of very quick response to each pedal stroke we put into it. If it's possible to call a mountain bike "fast", this bike is fast. Also, the light, responsive climbing allowed us to last longer much longer on marathon rides. When riding aluminum mountain bikes, some people claim to feel a stiff, deadness to the ride. The Cannondale has eliminated this feeling by oversizing the tubing and decreasing the wall thickness on key parts of the frame, restoring a responsive feel. The Chromoly Unicrown fork doesn't flex at all, which is just what you want it to do.

If we were just starting out riding our mountain bikes for the first time and the Cannondale SM-400 was introduced to the market as a full blown racing bike at twice the price, we would be doing back flips to get one. By having the SM-400 available as a sub-\$500 hand crafted machine, Cannondale should sell them by the fistfull. It's a good bike. 

Town & Country

North Jersey's #1
Off-Road Shop

1990's IN STOCK!

**KAWASAKI,
KTM,
HUSQVARNA,
CAGIVA, ATK**

*All 89's at
close-out prices!*

Town & Country Cycle Center

100 Main Street
Sussex, NJ
(201)875-2111

UPS•VISA•M/C

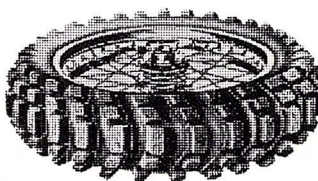
OFF-ROAD TIRES

TIRE TALK by Stio

Don't neglect your tires. Their grip determines your future. Always check your tire pressures with an accurate, dial face gauge before riding. Under inflated tires may over heat, suffer shortened wear life and cause poor handling. To high a tire pressure gives a harsh ride, reduces the tread 'footprint' on the surface and will not give good grip or wear life. Follow your motorcycle manufacturer's recommendation on front and rear tire pressures. Adjust these pressures upward if you ride on rocks. Reduce pressure back to standard when riding on soft ground. But, most importantly, read and follow your Owners Manual instructions for correct tire pressures. Never exceed the maximum load capacity marked on your tire sidewall. The tire factory has tested the tire to this maximum load and corresponding maximum pressure. When your loading approaches the tire maximum, you must inflate to the maximum pressure shown on the sidewall.

PIRELLI

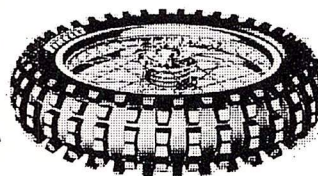
Imported and Distributed by MOTORACE



Lagunacross

(Sandy/Loose Terrain)

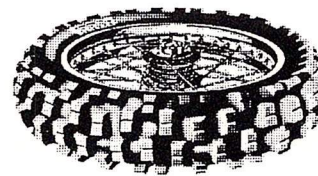
110/100-18
120/100-18
120/80-19
130/80-19
90/90-21



Sandcross

(Soft/Intermediate)

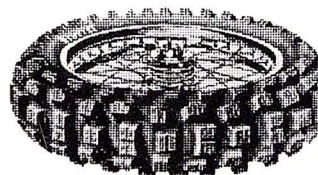
110/100-18
120/100-18
120/90-19
130/80-19
300-21



Worldcross

(Intermediate/Hard)

110/90-18
120/90-18
120/80-19
130/80-19
90/90-21



Hardcross

(Hard Terrain)

110/100-18
120/100-18
120/80-19
130/80-19
80/100-21

CONSULT YOUR DEALER OR CALL

MOTO PIRELLI®

P.O. BOX 861 • WILBRAHAM • MASSACHUSETTS 01095

800-628-4040

When Calling In Massachusetts 413-734-6211

Mention ad #330 and receive a FREE Pirelli gift with an order.

Ridge Riders Motorcycle Club

PRESENTS

RIDGE RUN XXI

1988 & 1989 ECEA ENDURO OF THE YEAR

May 13, 1990

Keytime 8:00 A.M.

Start: Northern New Jersey. Take Route 80 to Route 206 north to Waterloo Road. Follow arrows to start. Sign-up will be open Saturday from 3:00 P.M. until dark, and Sunday at 6:00 A.M.

Entry Fee: Motorcycle club members \$20 Pre-entry, \$25 Post-entry. **Non-motorcycle club members \$30 Pre-Entry, \$35 Post-entry.** Ridge Riders M.C. feels that off-road motorcyclists should work towards the perpetuation of our sport and can best do so by being a member of a club—hence the dual entry fee, as an encouragement to join a club! CLUB MEMBERS: BRING YOUR MEMBERSHIP CARD OR CLUB ROSTER.

Make checks payable to Ridge Riders M.C. and mail entry to: Ridge Riders
c/o Ken Kreis
281 Main Avenue
Stirling NJ 07980

All entrants must be 18 years old or older. Riders will be required to sign a waiver and release at the event.

Starting Position: Will be determined by a drawing on May 3, 1989. Entries received after this date will be assigned a number following all pre-entries. A & B riders attached to C rider entries will be drawn with the C riders. Confirmation of starting number and other information will be mailed following the drawing.

Requirements: All riders must have a valid motorcycle license. All bikes must have a license plate and firmly attached spark arrestor. There will be a tech inspection Saturday afternoon and Sunday morning. All entrants must have a valid AMA card and ECEA enduro license. ECEA license may be obtained only on Saturday, there is no fee. Holders of NETRA or other association cards will be issued a comparable ECEA card. New riders must check "C" class on entry.

Camping: Available free at start grounds May 13 and May 14. There is no water or hookups available.

Food: Food will be offered by local Boy Scout troops on Saturday afternoon, with breakfast and lunch on Sunday.

Course: The course will consist of typical North Jersey trail, with 18 and 24 mph sections. Land is hard to keep for this event, so PLEASE no riding before or after the event. We have permission to use the land for one day only.

Information: Call Tom Smith at (201)729-9764 after 5 P.M. for more information. Please limit calls.

NO PIT RACING WHATSOEVER OR YOU WILL BE DISQUALIFIED!

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

___ AA ___ A ___ B ___ C

___ Senior A (40 +) ___ Senior B (40 +) ___ Women

___ Super Senior A (50 +) ___ Super Senior B (50 +)

___ 4-Stroke A ___ 4-Stroke B ___ 4-stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

Participant under 18 must have
notarized parent/guardian signature!

Parent/Guardian Signature (sign in ink)
Sorry, no riders under 18

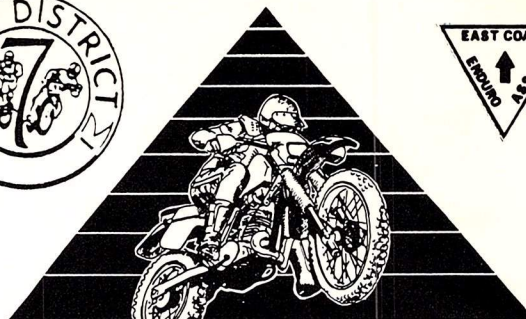
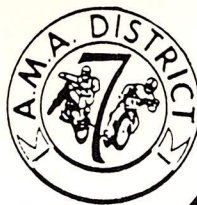
Notary _____

Commission Expires _____

The 10th Annual GREEN MARBLE ENDURO

June 3, 1990 Keytime 8:00 A.M.

ECEA and District 7 Championship Points



GREEN MARBLE

Riders under 18 must have parent or legal guardian present.

Pre-entry \$22, Post-entry \$25 Drawing is on May 25, 1990, starting positions will be confirmed by mail. C riders will be drawn last. Mail application with payment to:

Green Marble Enduro Riders
1705 "B" Mt. Washington
Baltimore, MD 21209

You must have a **valid motorcycle operator's license, an AMA card, and ECEA card** to enter. Riders under 18 must have parent's notarized consent. AMA cards and ECEA cards are **available at sign-up** on Saturday and Sunday. All bikes must be **Maryland street legal** with **two mirrors, valid license plate and registration, secure muffler with spark arrester** and must pass a **sound test**.

Located at Orchard Campground, Whiteford, Maryland. Take US 95 to exit 93 and go north on Route 222 through Port Deposit. Turn left on Route 1 over Conowingo dam, then right on Route 623, Castleton Road. Proceed 6.2 miles to Orchard Road, turn right to campground. Campground has all the amenities, limited number of hookups available with reservation (717)456-7425.

For information call (301)542-7690 or (301)937-8186.

DO NOT START MOTORCYCLES BEFORE 7AM SUNDAY MORNING!

NO PIT RACING—NO MINI BIKE RIDING

Riders are responsible for their families and crews.

Violation will result in disqualification.

Sponsored by Green Marble Enduro Riders Association, Inc.

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

☐ AA ☐ A ☐ B ☐ C

☐ Senior A (40+) ☐ Senior B (40+) ☐ Women

☐ Super Senior A (50+) ☐ Super Senior B (50+)

☐ 4-Stroke A ☐ 4-Stroke B ☐ 4-stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____
 Address _____
 City _____ State _____
 Zip _____
 Phone (area code) _____
 ECEA No. _____
 AMA No. _____ Expires: _____
 AMA Club Name: _____
 Bike Make: _____ Displacement: _____
 Rider's Class (check one)
 ___ AA ___ A ___ B ___ C
 ___ Senior A (40 +) ___ Senior B (40 +) ___ Women
 ___ Super Senior A (50 +) ___ Super Senior B (50 +)
 ___ 4-Stroke A ___ 4-Stroke B ___ 4-stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____
 Vehicle No. _____
 Witness _____
 Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

 Parent/Guardian Signature (sign in ink)

Notary _____
 Commission Expires _____

**17th
ANNUAL**

RORR XVII ENDURO

Sponsored by the:

Reading Off Road Riders, Inc.



May 27, 1990

Approximately 80 miles

ECEA & AMA Sanctioned

Start: New Philadelphia, Pennsylvania Little League field. Located halfway between Pottsville and Tamaqua on Route 209. Camping available, no open fires.

Key Time: 8:00 AM

Entry Fee: \$22 pre-entry, \$25 post-entry. Make checks payable to R.O.R.R. Inc., mail to P.O. Box 8441, Reading PA 19603. **We cannot accept riders under the age of 18.** You will be required to sign a "statement of responsibility" the day of the event.

Fill out a return address label at the start for results.

Starting Position: Will be determined by a drawing on May 17, 1990. Entries received after drawing will be treated as post entries. Absolutely no phone entries accepted.

Requirements: All riders must have a valid motorcycle operator's license. All bikes must have a license plate and a firmly attached spark arrestor, headlight and tail light. All entrants must have a valid AMA card and an ECEA enduro license. The ECEA license may be obtained the day **before** the enduro **only**. There is no fee for this test.

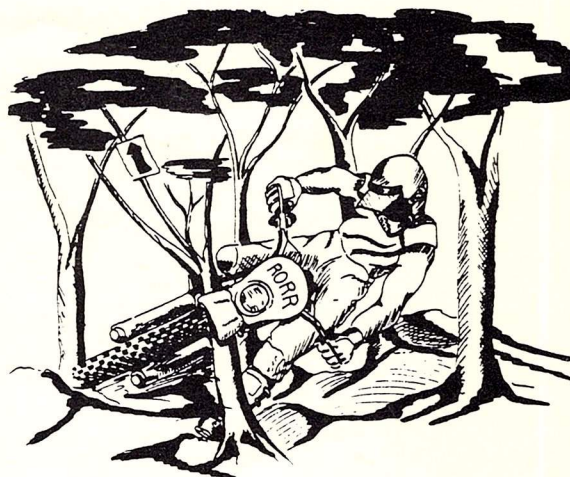
There will be a tech inspection Saturday 6—8 PM & Sunday 7 AM on—be prepared!

Sign Up: Open Saturday from Noon to 8:00PM and beginning at 6:30AM on Sunday. R.O.R.R. T-shirts available.

Food: Will be available at sign-up, Saturday night and Sunday morning—come hungry!

Information: (215)926-7088, 5 PM to 10 PM Mon. thru Fri.

No ATVs or Minibikes allowed on premises!



The RAMS & RAMBLERS present
THE NEW ENGLAND CHAMPIONSHIP ENDURO
IN MEMORY OF GLENN CLARK

May 20, 1990

Four Town Fairgrounds

Somers, Connecticut

Arrowed from junction of Route 190 and Route 83 in northern Connecticut

Keytime 9:00 A.M.

Pre-entry \$20, Post-entry \$25

Brand-X Rules

(Modified AMA Rules)

24 MPH Average

Primitive camping on site

Full breakfast and food available

Rider number drawing May 17

80 miles course, all bikes must be registered and legal

Make checks payable to: Rams M.C. Inc.

Mail entry to:

Joe Eaton

P.O. Box 494

Coventry, CT 06238-0494

Information: (203)875-5757



Notes from Trail Boss Jerry Shinnars:

1. Due to popular demand for easier enduros, this one will be easy and fun, a good ride.
2. It is the easiest I can make it given the natural terrain and allowing for the weather.
3. There will be a known check at the gas stop to allow for catching up time.
4. Late limit is adjustable to conditions.
5. Last year, High Point was 4 points, 99.9 percent finishers.

No enduro test necessary - all riders welcome!

Release and Waiver of Liability

LIABILITY WAIVER

NAME _____ AGE _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

PHONE _____

NETRA MEMBERSHIP NUMBER _____

ABILITY CLASS (CIRCLE ONE): A B C AA

DISPLACEMENT OR
OTHER CLASS YOU
ARE ENTERING: 4-S W S SS GS

MAKE OF BIKE: _____

EVENT: _____ DATE: _____

ORGANIZER: _____

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass; from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

SIGNATURE _____

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

PARENT (OR GUARDIAN) _____

_____, SS _____, 198 _____

Signed and sworn to by the above parent (or guardian) before me.

NOTARY PUBLIC _____

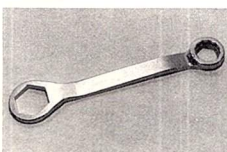


Send \$2.00, to cover postage and handling, along with your name address to:
JT RACING, 515 Otay Valley Road,
Chula Vista, CA 92011. USA Only.



RIDER'S WRENCH

QUALITY AMERICAN MADE
NICKEL-PLATED WRENCH
WEIGHS ONLY 4 OZ. AND
FITS IN ALL FANNY PACKS.
COMES IN 3 POPULAR
SIZES AND FITS MOST L/C
BIKES—WHEELS AND
SPARK PLUG. ONLY \$19.95
EACH.



KDX PERFORMANCE and suspension mods

Call for price

HANDSAVERS Official Handguard '87-'89 ISDE	\$42.95
KDX200 Speedo drives repaired	\$24.95
KX SPEEDO KITS	\$119.95
FMF PIPES For KDX, RMX, YZWR	\$159.95
CHAIN GUIDES For KX, KDX, RM, RMX	\$36.95
REAR DISC GUARDS For Kaw, Suz, Yam; from	\$24.95

Visit your local dealer or order direct!

Fredette Racing Products
8123 W. 189th St., Mokena, IL 60448
(815)469-4011

USED PARTS

**GREENACRES
CYCLE**

SALVAGE
New & Used Parts & Acc.
E. 17809 Sprague
Greenacres, WA 99016

MOST MAKES • STREET BIKES • ATV'S
DIRT BIKES • SNOWMOBILES

VISA "The right parts...
MC at the right price!" UPS
COD

CALL 1-800-359-4884

HONDA

FAIRWAY CYCLE



Fairway Cycle is proud to announce
that we are South Jersey's newest
KTM dealer!

For all your enduro and cycle needs,
plus fast, honest service!
We care about our customers and the
future of the sport.
Stop by and see us!

Supporting dealer for:

Kevin Bennett Honda CR250
Doug Mason Honda XR250

New future home of:

Jack Lafferty Sr. KTM 250E/XC
Richard Lafferty KTM 250E/XC
Michael Lafferty KTM 125E/XC



AMA Discounts

UPS available



625 NEW ROAD

SOMERS POINT, NJ 08244

(609)927-2071

Coastal Parts Warehouse
1 800 72 BIKES

SUZUKI

Discount Parts

YAMAHA

Accessories & Bikes

HUSQVARNA

Authorized Dealer

DUCATI

UPS•Fed. Ex.•Exp. Mail

ALL MAJOR CREDIT CARDS

Four Stroke Singles National Owners Club Join us and you'll receive a free club t-shirt, great newsletters (just ask Paul Clipper), parts and accessory discounts, activities, a club decal and membership card, plus you can be a part of the best bench racin' riding group going! Send \$20 and your shirt size to Jack Robinson, FSSNOC, P.O. Box 1804, Hutchinson KS 67504-1804. Enduros, MX, road and street, trails and trials, modern or vintage—you name it and we ride it! Join today!

Free Price List for your bike. Contact Krause Racing for your free computer listing of all accessories available for your machine. Call (708)513-1000 for more details.

Wanted: 1974 or older dirt bikes. All considered. Marc (401)728-0334.

1988 KX250 Enduro ready with lights, ICO odo, Moose flywheel. \$1750, call (201)747-3419.

1988 ATK 250 Exc. cond., new top end, updated airbox, new Dunlops. \$2200, (802)447-8606.

1986 Honda CR250 Exc. cond., \$1495. (802)447-8606.

1989 KTM 350D/XC Exc. cond., only 300 miles. \$3200 obo, (802)447-8606.

Enduro gas tank 3.3 gallon, for Honda CR125 or 250, fits '85-'87 ('88?). VG cond., all hardware included. \$60, (802)447-8606.

1987 KTM 250 Exc. cond., MX or regular seat, spare stock pipe, radiator guards, skid plate, Boyesen reeds, spark arrestor and service manual. \$1350 or best reasonable offer. Call Al at (603)926-1806 (days) or (603)524-3438.

1989 KTM 250 E/XC Very low miles, has many extras. Must sell, \$1800 obo. Call evenings, (401)765-4952.

1988 ATK 250 Progressive springs, revalved fork, recently rebuilt shock, recent top end, all new bearings, alumilite bars, set up to go fast in woods. \$1700, call Scott at (203)878-2817.

Husky Pipes 1986—88 Husky pipes, one stock 250 Enduro pipe in good shape, \$60; one Up Tite Pro Pipe, like new \$85. (201)972-8068.

1987 Husqvarna 250XC Great condition, bought in Mar. '88 and stored all of last year. Enduro Motoplat (lighting coil), Boyesen reeds, revalved shock, new tires, many extras. Very fast, well maintained \$1895 obo. (201)972-8068.

1989 KTM 350 EXC New, with warranty, \$3199. Wheels Unlimited, (609)965-5080.

KTM Parts and Motorcycles 1983 504 four stroke, WP forks, low mileage, many extras, good play bike, asking \$1000. 1988 350 Enduro, 350 miles, handguards, alum. radiator guards, asking \$2500. 1989 250 D/XC, 700 miles, Renthall bars, Nissan rear caliper, Dyno Port pipe, Answer silencer, Boyesen reeds, White Bros suspension, many extras, enduro ready. Asking \$2900. '87-'89 250 Dyno Port pipe, brand new, \$140. '88 rear wheel complete, \$225. '88-'90 front wheel, \$200. '88-'89 twin piston metallic brake pads, \$15 pair. Call Roger at (516)487-1443 work hours, (516)328-2056 after 6 p.m.

1987 Husky 430CR New in '88, enduro ready, \$1800. Also trailer for sale, \$200. Pro jacket and all equipment, must sell now! (609)291-0395 eves, (609)291-0513.

**BROCKTON
CYCLE
CENTER**

**KX YZ
Give Away!**

Kawasaki YAMAHA
WATERCRAFT, ATV HEADQUARTERS

Bank Financing

Visa

Mastercard

Free delivery up to 50 miles

1-800-649-1248

RT. 24 EXIT 16A TO BRIDGEWATER, LEFT ONTO RT. 28, 2 MILES

Buy a KX or YZ and get a free AXO riding package! You get AXO Turbo Plus boots worth \$189.99, AXO Series 95 pants worth \$109.99, AXO Series 21 gloves worth \$29.99, and a BCC MX jersey worth \$19.99—all free when you buy one of our KX's or YZ's at these low prices!

1989 KX250 \$3299

1989 YZ250 \$3299

1989 KX125 \$2799

1989 YZ125 \$2959

1989 KX80 Big Wheel \$1799

1989 YZ80 \$1599

1989 KX80 \$1699

We even have some left over YZ125s for as low as \$2299. So come on down to the Give Away Days at

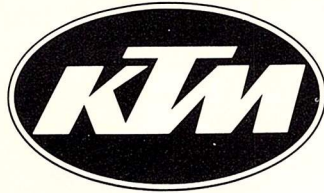
**BROCKTON
CYCLE
CENTER**

FAST UPS!

2020 MAIN ST., BROCKTON

(508)584-1451

AT LAST!



IN CENTRAL CONNECTICUT!

From the Trailriding Guys at



SULLIVAN'S HONDA

Rte. 66, Middletown, CT
(203)347-3383

Having Problems

Finding



Parts?



Orders: 1-800-367-5209
Information: 504-355-4525
Mike's Cycle Supply
Baton Rouge, LA 70805
UPS Next Day, 2-Day Avail.

WORLD'S LARGEST PERFORMANCE CATALOGS

(714)554-9442



WHITE BROS. catalogs #13 (Dirt Bikes, ATV's, and Watercraft) and catalog #13S (Harley-Davidson and Sportbikes) offer the World's Largest Selection of Performance Products and Accessories for your machine. Send now for 144 color pages listing every Performance Product that you'll ever need. Plus a \$5.00 discount certificate for your next order.

☐ Send catalog #13 (116 color pages) listing products for Dirt Bikes, ATV's, and Watercraft. enclosed is a check for \$3.00.

☐ Send catalog #13S (28 color pages) listing products for Harley-Davidson, and Sport Bikes. enclosed is a check for \$2.00.

14241 Commerce Dr.
Garden Grove, CA
92643 USA

AAA MOTORCYCLE SALVAGE LIST

Over 55 salvage yards, used parts dealers! Geographically, alphabetically. Addresses, telephone numbers, 800 numbers, FAX numbers! Send \$10.00 check or money order to AAA Lists, Dept. K, P.O. Box 141732, Spokane WA 99214.

Carburetor

Parts Warehouse

Complete Carburetor Kits For Motorcycles & ATV's
MX • Road Race • Performance



Your Complete Source For Parts or Carbs



(216) 524-1599

10am-5pm

Complete Mikuni and Keihin carbs available for
ATK and KTM

Call or write for our
70-page catalog

DENTED OR MASHED PIPE? GET IT FIXED FOR \$35!

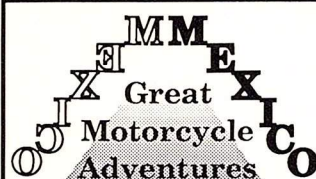
WE'VE GOT THE TRICK YOU NEED!

SERVICE USED AND ENDORSED BY ENDURO CHAMPION KEVIN HINES, DREW SMITH, RANDY HAWKINS, JEFF RUSSELL, TEAM H&H BARRY HIGGINS, AND KTM AMERICA.

If we can't fix it, we'll buy you a new one! * Why pay up to \$200 for a new exhaust pipe when we can fix your dented or mashed one for \$35? No matter how bad it is, we can fix it! ACCEPT NO IMITATIONS! WE ARE THE ORIGINAL AND BEST! (*Certain restrictions apply)

FINISH LINE PRODUCTS CO.

CALL TOLL-FREE: 1-800-THE-TRIK
76 Railroad Avenue, Patchogue, New York 11772
(516)758-2777 • (800)843-8745



Trail Rides Road Tours

8241 Heartfield Lane
Beaumont, TX 77706 USA

CALL (800) 642-3933
or (409) 866-7891

COME RIDE WITH US!!

Call or write for our
Brochure or Newsletter.



DIANE PAVONI, Prop.

can-am



PARTS • SALES • SERVICE
SHOCK REBUILDING
FAST UPS SERVICE

KTM ODO DRIVES
\$29.95!

ROUTE 9
BENNINGTON, VT 05201
(802) 447-8606

Tom Grant's Raymertown Garage



KTM Motorcycles & Parts
"Open all the time!"
Troy-Bennington Road (Rt. 7)
Troy, NY (518)663-8311

GREAT MOTORCYCLE ADVENTURES 1989 EVENTS

JUNE

Copper Canyon Trail Ride
Dep. El Paso, TX. 8:00 a.m. Sun. 17th. Ret. 9:00 p.m. Sat. 23rd

JULY

Reserved for club or institutional ride

AUGUST

Copper Canyon Trail Ride
Dep. El Paso, TX. 8:00 a.m. Sun. 12th. Ret. 9:00 p.m. Sat. 18th

GROUP
RATES!!



PERSONALIZED
TOURS
AVAILABLE

GREAT MOTORCYCLE ADVENTURES 1990 EVENTS

SEPTEMBER

Monterey's Cascade Cola de Caballo Labor Day
Trail Ride
Dep. El Paso, TX. 8:00 a.m. Sun. 2nd. Ret. 3:00 p.m. Sat. 8th

OCTOBER

Yucatan Peninsula or Honduras Dual Sport Ride
tentatively planned for 13th - 26th

NOVEMBER

Copper Canyon Thanksgiving Trail Ride
Dep. El Paso, TX. 8:00 a.m. 18th. Ret. 9:00 p.m. 24th

DECEMBER

Christmas in Copper Canyon Trail Ride
Dep. El Paso, TX. 8:00 a.m. Sat. 23rd. Ret. 9:00 p.m. Sun. 29th

CHOOSE YOUR ADVENTURE AND LET'S GO SOUTH!

Hang the weather, and hang on!

PENQUIN RALLY!

A Super Sunday ride!

By David Cameron

Glocester, RI

On Superbowl Sunday, the Rhody Rovers Motorcycle Club held their annual Penguin Rally for club members and invited guests. The 23-mile event was organized by Trail Boss Gifford Plume (winner of the last Trail Rider contest, we may add!), and the starting line-up consisted of 15-plus riders, who, under perfect conditions, managed to keep the mayhem to a minimum. For those rider who did not get enough action on the trail, halftime activities consisted of some hot laps on the muddy motocross track.

A fun day was followed by a barbecue and the usual post game activities. Special thanks to all those members who organized the event and made it a great day for all who attended.



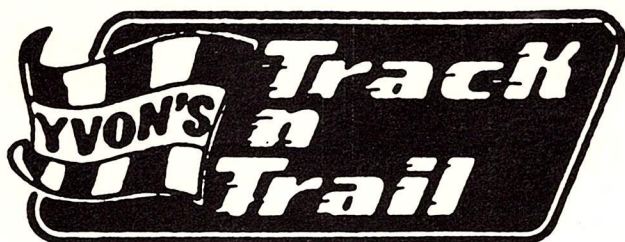
Above: Get out of the shade and into the mud! Cold weather aside, it was a super day to ride.

Right: Frozen dirt keeps you clean, but it's hard to stay upright.



HARE SCRAMBLES MOTOCROSS ENDURO

...WE HANDLE IT ALL!



NOW SELLING KTM, TOO!
HUSKY, KTM AND CAN-AM PARTS
HEADQUARTERS IN THE FAR NORTH!



Husqvarna 

The Maine reason to ride Husky

Yvon's Track 'n Trail
Route 202
1095 Main St.
Lewiston, ME 04240

207-782-5115



Cylinders bored while you wait

**The 1990 CR's and RM's
are here NOW!**

FACTORY TRAINED TECHNICIANS
EXTRA LARGE PARTS INVENTORY
UPS SHIPPING DAILY

BETENCOURT'S

HONDA

SUZUKI

CALL TOLL FREE 1-800-696-1701

Route 28, Jct of 106
W. Bridgewater Center, MA
(508) 587-1701



9-9, Mon-Fri
9-6 Sat

NOWHERE ELSE IN THE WORLD

We are unique in the Northeast. We have our own climate. We use special machines. We ride challenging terrain. We read about it in Trail Rider.



Trail Rider Subscription Coupon

Enclosed is \$18. Please send me the next 12 issues of Trail Rider, and keep on printing the best eastern mag!

Mail to:

Trail Rider Magazine
P.O. Box 129
Medford, NJ 08055

This is a renewal ☐

This is a new subscription ☐

Item # _____ Exp. Date _____ (From mailing label)

Name _____

Address _____

City _____ State _____ Zip _____

Brand of motorcycle owned _____

Favorite type of riding _____

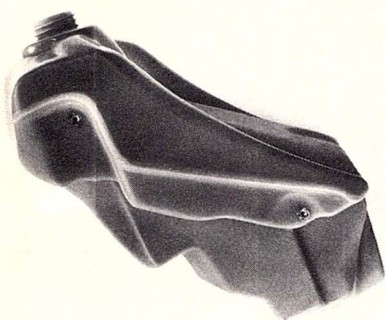
How often do you buy a new bike? _____

I belong to: NETRA ECEA Other _____

**TRAIL
RIDER**
MAGAZINE

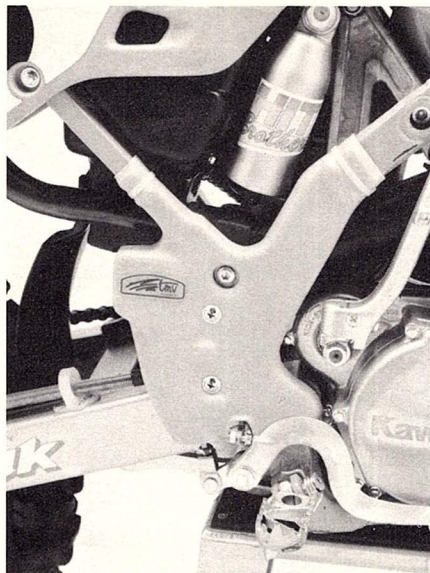
Please remit in American funds. Canada add \$4 (US) per year, and other foreign countries \$5 (US) per year for additional overseas postage.

NEW PRODUCTS



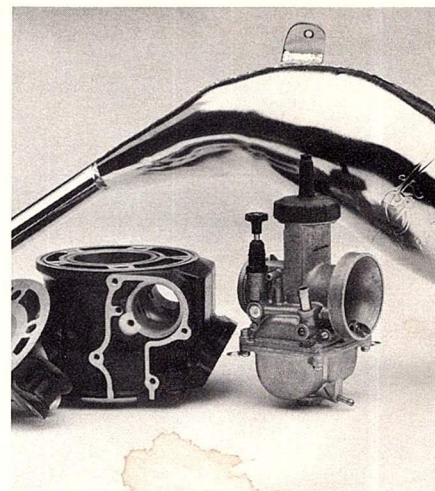
KX PERIMETER TANK

They said it couldn't be done—there was no way to make a plastic tank to fit the perimeter-framed 1990 KX 125 or 250 because, well, there was that *frame* in the way. Well, always ones to love a challenge, International Motorsports has gone out and blown up some plastic around the KX, and have a 3.2 gallon hare scrambles/enduro tank that's just exactly what the off-track KX rider needs. It's made out of space-age plastics and polymers to offer rugged good looks that'll stand up to any off-road conditions—hmmm...just like the Editor of this magazine! Naturally it comes in a tasteful shade of green, and one tank (part # KX-9), fits either the 125 or 250. Retail is around \$170, from International Motorsports, 1189 West La Cadena Drive, Riverside CA 92501; (714)781- 5849.



FRAME GUARDS

Speaking about the 1990 KX. White Bros has these trick frame guards for the KXs that will keep you from scraping all the paint off the frame tubes with your boot. Beside that, they keep you from snagging your boot on anything and they look plain trick. Get them at your dealer, or contact the White Bros, 14241 Commerce Drive, Garden Grove CA 92643; (714)554-9442.



MORE THAN JUST PIPE DREAMS

PSI is in the business of performance. They have a complete line of nickel-plated competition pipes, porting and engine kits, aluminum silencers, Boyesen reeds and customized PSI clothing and hats. PSI pipes are designed to produce maximum usable horsepower for your machine, and their ported engine kits are tailored to each customer's personal riding style and track conditions. Get in touch with PSI for more info. They're at Route 2, Box 309, Wild Rose WI 54984; (414)787- 2430.

"THE ORIGINAL"

México Motorcycle Adventures INC.

P.O. Box 12431 • Beaumont, TX • USA • 77706-2431
24 Hour 1-800-421-6784
24 Hour Fax (409)898-8567

ASK FOR "DOC"

Mexico Trailriding

Discounts for groups - Non riders welcome

Ask for Doc's Personal References - 10 years motorcycle riding in Mexico.

"Horse Tail Falls"

Departure: Laredo, Texas
\$ 699.00 7 days
\$ 499.00 5 days

"Copper Canyon"

Departure: El Paso, Texas
\$ 699.00 7 days

Motorcycle rental available \$295.00

Includes

Hotel (double occupancy)
Meals • Fuel • Gas
Bilingual Guides
Gratuity
Support & Passenger Van
Swimming Pools

Water Falls
Panoramic Views
Ruin Sights
Mining Towns
Horseback Riding
Indian Villages

Mountains • Canyons

30 Years Motorcycle Experience
(10 Years in Mexico)

MIKE'S CYCLE SUPPLY

can-am

ATK



Can-Am & KTM OEM Parts and Accessories in Stock!

Can-Am Motorcycles Still Available!

ATK fork spring kits, sprockets and chains, seat covers, EBC brake shoes, Handsavers and other goodies for KTM, Husky, Can-Am, Kawasaki, Honda, Suzuki and Yamaha dirt bikes.

Visa, Mastercard, UPS, C.O.D.

Fax Number: (504)355-4525

5751 Evangeline Street 1-(800)367-5209
Baton Rouge, LA 70805 (504)355-4525

1-(800)367-5209

OPEN FOR BUSINESS SINCE 1973

DIRT RIDER SUPPLY

TOLL FREE

800-346-2166 *Orders Only*

(717) 384-2464 (Information)

291 MAIN STREET, FERN GLEN, PA. 18241 Fast Service - Daily UPS Shipping/COD VISA MC

DUNLOP

K-139	300x21	\$54.95
K-490	275x17	\$23.95
K-490	80/100x21	\$57.95
K-490	4.10x14	\$27.95
K-490	120/80x18	\$39.95
K-490	130/80x18	\$41.95
K-490	140/80x18	\$44.95
K-595	100/90x19	\$64.95
K-595	110/90x19	\$69.95
K-595	100/100x18	\$59.95
K-595	110/100x18	\$63.95
K-595	120/100x18	\$67.95
K-990	100/90x19	\$64.95
K-990	110/90x19	\$69.95
K-990	80/100x21	\$58.95
K-990	100/100x18	\$59.95
K-990	110/100x18	\$63.95
K-990	120/100x18	\$67.95
K-695	100/90x19	\$64.95
K-695	110/90x19	\$69.95
K-695	100/100x18	\$59.95
K-695	110/100x18	\$63.95
K-695	120/100x18	\$67.95

TUBES

Metzeler H-D Tubes	\$14.95-\$16.95
Cheng Shin Tubes	\$6.95
H-D Red Tubes	\$8.95

METZELER

MX	3.00x21	\$49.95
MX	3.25x21	\$54.95
MX	100/90x18	\$55.95
MX	4.00x18	\$56.95
MX	110/90x18	\$64.95
MX	4.50x18	\$56.95
MX	150/80x18	\$73.95
Multi X	4.10x14	\$35.95
Multi X	4.50x17	\$61.95
Multi X	5.10x17	\$64.95
Multi X	4.50x18	\$64.95
MXR	120/90x18	\$57.95
MXR	130/90x18	\$59.95
MXR199ST	110/90x18	\$58.95
MXR199ST	120/90x18	\$61.95
MXR199ST	130/90x18	\$64.95
MXR299ST	90/90x21	\$56.95

CHENG SHIN

C-755 (Metz copy)	4.10x14	\$21.95
C-755 (Metz copy)	4.60x17	\$30.95
C-755 (Metz copy)	5.30x17	\$35.95
C-755 (Metz copy)	4.10x18	\$24.95
C-755 (Metz copy)	4.60x18	\$30.95
C-755 (Metz copy)	5.30x18	\$35.95
C-755 (Metz copy)	3.00x21	\$22.95

IRC

M5B-ST	120/80x18	\$40.95
M5B-ST	130/80x18	\$46.95
M5B-ST	140/80x18	\$50.95
VE-32	300x21	\$29.95
VE-33	110/100x18	\$42.95
VE-33	510x18	\$45.95
VE-33	510x17	\$45.95

ANSWER

AlumiLite Bars (colored)	\$53.95
Chromoly Bars	\$29.95
AlumiLite Bars (w/pad)	\$53.95
Oval Silencer	\$54.95
Oval S.A. Pro	\$74.95
Roost Boost	\$49.95
VFC Silencer	\$76.95
AC3 Chest Protector	\$89.95

ACERBIS PLASTICA ITALIA

Elba Headlight #Plate	\$32.95
Baja Rear Fender	\$30.95
Mx Rear Fender	\$15.95
Baja Front Fender	\$15.95
Mx Front Fender	\$15.95
Disc Guard	\$18.95
Front Fender Brace	\$13.95

CHAINS

Sidewinder	
520x120 O-Ring	\$75.95
RK	
520x120 O-Ring	\$45.95
Tsubaki	
520x120 QR Pro	\$29.95
520x120 O-Ring	\$55.95

AXO

Turbo RC Boots	\$169.95
Series 125 Pants	\$109.95
Series 95G Pants	\$89.95
Super Jersey Plus	\$29.95
#36 Gloves	\$31.95
#21 Gloves	\$22.95
Superbelt Plus	\$31.95
Pentagon Chest Pro.	\$98.95
AXO Socks	\$12.95

GOGGLES

Scott 87 (Over Glasses)	\$18.95
Scott 89 (Lexan Lens)	\$17.95
Scott 109	\$19.95
Smith SMX - CMX	\$17.95
Smith SMX w/roll-offs	\$36.95
Roll-offs for Scott/Smith	\$26.95
Smith Refills 25+4 pack	\$ 8.95
Quick Strap	\$12.95

THOR

Mach 5	\$89.95
Pro-Armor II	\$69.95
Tool Tech bag	\$31.95
Bunsaver II	\$22.95
Elbow Guards	\$18.95

ORAL U.S.A.

Bullet Boots	\$145.95
Bullet Pants	\$105.95
Bullet Jersey	\$31.95
Bullet Gloves	\$30.95
Rok-Blok	\$89.95
Rok II	\$36.95

MS RACING

MS Stage I Boots	\$125.95
MS Stage I Pants	\$69.95
Color-X Jersey	\$35.95
MS Gore-Tex Pants	\$145.95
MS Gore-Tex Jacket	\$153.95
MS Pro Comp Jersey	\$22.95
MS Pro Comp Gloves	\$22.95
MS Enduro Pro Gloves	\$26.95
MS Pro Comp Boots	\$179.95

E.B.C. BRAKES

Disc Brakes (All Bikes) \$18.95

Boyesen

From \$8.95 to \$27.95

ENDURO Accessories

Hi Point Card Holder	\$8.95
Genuine Bark Buster	\$39.95
Tire Irons	\$3.95
Safety Wire Kit	\$12.95
Plug Protector	\$1.95

SPROCKETS

7075-T6 Aluminum	
38T-45T	\$27.95
46T-49T	\$29.95
50T-57T	\$33.95

BOOTS

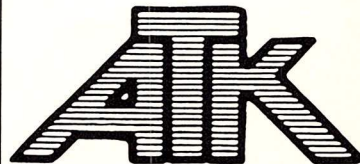
Alpinestar Tech IV Boots	\$179.95
HiPoint Pro Boots	\$179.95

HELMETS

Bell Moto 5	\$189.95
Arai MX Pro Solid	\$179.95
Bieffe BX-6	\$95.95
Bieffe JBX-6	\$83.95

ANCRA

Blue Tiedowns	\$13.95
Red Tiedowns	\$16.95



SALES • PARTS • SERVICE

ATK Accessories

Skid Plate	\$59.95
Rear Brakes	\$18.95
S.A. Pro Silencer	\$74.95
Roost Boost	\$49.95
Bike Shoe (Alum.)	\$84.95
Kick Stand (Alum.)	\$55.95

Sidewinder[®]

THE ULTIMATE

- Brilliant New Colors
- 100% Matched Sets
- Triple-Life Design
- MX - Enduro - ATV

**Super Package
Discounts**

All Bikes, Years, Brands

THE ONLY
ANTI-
STRETCH
CHAIN



NEW CATALOG — FREE!
State Make and Model

New Beta B20 Alloy
Front Drive Sprockets



ORDER FACTORY DIRECT - CALL 1-708-513-1000

Sidewinder Drive Systems
A Division of

KRAUSE RACING, INC.

3705 Stern Avenue
St. Charles, Illinois 60174

